

The
T *International*
Teamster



JANUARY 1951



Arctic Transport

Support Services which



Bear our Service Sign

1951

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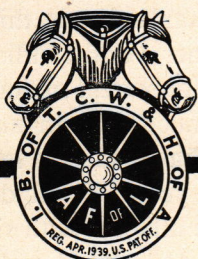
INTERNATIONAL BROTHERHOOD
OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN
AND HELPERS OF AMERICA

Daniel F. Tobin
General President

John F. English
General Secretary-Treasurer



The International Teamster



DANIEL J. TOBIN • Editor
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No. 1

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Lend a Hand

January is March of Dimes month, established as such by the efforts of the late Franklin D. Roosevelt, who experienced firsthand the suffering and anxiety occasioned by polio. This is the month Americans are called on to give a few dimes to help win the fight to save many lives and limbs.

The slogan this year is the plea of a small child: "Lend me a hand. . . ." Thousands of young Americans who have been struck by the dread poliomyelitis need a helping hand; their small bodies have been twisted and crippled in many instances. But, they can win the fight for complete recovery if the nation answers their plea and supplies the dimes and dollars necessary to continue the battle against polio, a war that is being constantly waged in hospitals, laboratories and rehabilitation centers throughout the land.

Let no child lose his battle because we failed to lend him a hand.

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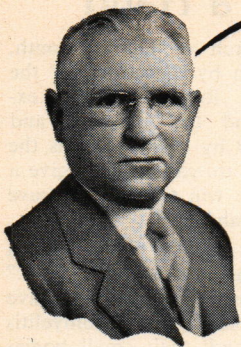
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Timely Remarks

by DANIEL J. TOBIN

Best Wishes for the New Year

ONCE again I wish most sincerely a Happy New Year to our members throughout the nation and to their families. When we look over the past year we have every reason to rejoice or, at least, we have every reason to be grateful for the blessings we have received. Very often those blessings are disguised.

For instance, we could be in an all-out war with Europe and Asia at this time. The situation is critical now, but it could be worse. The sons of men and women, many of them from our membership, would be across the sea, suffering and being wounded or disabled for life, if not killed. Yes, I know there are many of them over there now, or on the way, but let us hope and pray that the situation will not get any worse. We are not at all safe from another war. Even though the leaders of communistic governments, who despise us, may want to prevent a third world destructive war, some of their representatives in uniform or out of uniform may blunder. They may force us into war, as has happened twice before. So, at this writing, let us rejoice that the situation is no worse and let us pray that it will get no worse and that this world can be saved from destruction and that communism, which intends to destroy our form of civilization, will make no greater progress in our country or in the world than it already has.

We have had many setbacks, all of us, during the past year. Some of us have had sickness, and others of us lost some of our dearest friends in life. As a people, we enjoy the greatest amount of liberty of any people of any country in the world. If we have made some mistakes during the past year, and undoubtedly most of us have, let us make up our minds during this coming year of 1951 to remedy our mistakes. Anyone can make a mistake once or twice, but anyone who does not profit from that experience does not deserve much sympathy.

Let us promise ourselves that we will endeavor to fulfill our obligation to the union during the coming year, that we will endeavor to attend the meetings, that we will be better fathers and better children than we have been for the past year. In other words, the slightest improvement resulting from our experience in life means that you have done your best to do the right thing. Some of us sometimes get irritated; I'm guilty. Let's try to overcome that. Above and beyond all, let us give thanks for, at this time, not having to engage in another world conflict now, wherein the flower of the nation would undoubtedly be destroyed. We have had much to be thankful for during the past year, and we have much to look forward to during the coming year. It all depends on us. I know that if we are afflicted with sickness and miseries it is difficult to understand and sometimes it takes strong minds to overcome those hardships and sufferings. But let us always remember that for every suffering we endure there is a blessing in disguise. The elements may be clouded and blustery today, but the sun will shine tomorrow or some other day, and so it is with life; we must take the bad with the good because there is an Unseen Power that regulates our lives and we cannot always alter our course. All we can do is to try and do the best we can and pray for strength and courage and determination that we may improve our lives.

One of the improvements all of us can make in our mind is to try to overcome arguments and ill feelings among ourselves as officers or members of our unions. Sometimes there arise within a joint council or within a local union certain jealousies which increase in intensity and burn up the better judgment of those accursed with the disease. I have always recognized jealousy as a mental disease. All the doctors now are claiming that alcoholism is a pitiful disease. Both do evil to men and both are seriously dangerous.

There is no need of any one of us being jealous of the success of the other fellow. Within this great organization of ours there is honor enough for all. We can't all be top officers. Someone has to be at the head of not only the locals but the joint councils and the International Union. But down among the membership there are just as good men, very often, as there are at the top. The field for advancement for each one of us is beyond measurement, but even more important than advancement is the secret happiness of going home at night knowing that you have not knowingly or willfully injured anyone during the day. Of course, some of us fail sometimes, but failure often makes a stronger man. The power of

bringing peace into your little cottage, to your children or grandchildren, is a greater blessing than the money of the Morgans or the Vanderbilts. When the late J. P. Morgan, Sr., was dying of cancer, in Rome some years ago, it was stated in the papers at that time that he offered a million dollars to any doctor that could cure him or help him to live, and then another statement in the papers at that time went on to say that he would give all the wealth that he had acquired in this country and in England to be permitted to live without cancer for a few years more.

The point I am trying to make is that there are greater blessings in life than wealth. I read a book at one time of a successful businessman in our country whom I happened to meet some 35 or 40 years ago. He had climbed to the top of the ladder in life; he had become enormously wealthy, and when he got to the top he came down and said to his friends, "All the pleasure was in the climbing."

I know that it is quite nice to have some money set aside for a rainy day and those we leave behind, and we all try to take care of that, but if you were laying in bed with a deadly disease, you would say as that great financier said, "It is all waste." Life is nothing unless you enjoy the greatest of all blessings, freedom from jealousy and hatreds and peace of mind, and God's greatest gift, good health. So be of strong, hopeful mind and have courage.

In closing, I wish once again to our membership and their families, a contented and Happy New Year.

No Time for Strikes

THERE is nothing that is helping to get labor in the dog house more than the so-called rump or illegal strikes. Stoppage of work at this time—December 18 when this is written—among the trainmen in Chicago, which is called an outlaw strike by the representatives of that union, has done more to blacken labor than anything which has happened in recent months. A wildcat strike in any branch of trade at this time is exceptionally harmful to all of us. After all is said and done, we are all labor men, trade unionists, even though we are in separate organizations.

I don't blame the membership in many instances for being aggrieved, for being bitter, because they don't fully understand that the life of this nation is in great danger. Employers are just as much to blame for these wildcat strikes as the rank and file of the workers. The employers keep on stalling

and stalling and putting off things with endless negotiations and conferences, and the men get so thoroughly worn out and disgusted that they use the last particle of their power. Sometimes, against their wishes, they stop work. The greatest trouble with the employers is that they think by continuing endless negotiations they can tire or starve their employees into eventual submission or at least to compromising. I have said repeatedly in the columns of this journal that the hunger of employers for more money might eventually bring about a form of mild communism in our country.

Employers in most industries are making more money than they ever made. It is also true that laboring men, in the volume of dollars taken home, are making more money, but not in what we consider the real dollar, which has fallen in its purchasing power at least 50 per cent insofar as the working man and his home and family are concerned. I paid one dollar a pound for steak the other day that I used to buy for two pounds for a quarter. Yes, I can afford it, but what about the man with a large family and a driver's wages?

Still, we gain nothing by stopping work, and no one can tell me that the employers in many instances are not responsible for those wildcat strikes by their direct or indirect refusal to see the light. By that I mean the changed condition in the home of the working man and his family, especially insofar as the purchasing power of the dollar is involved.

Patience is a virtue, but there is a limit to patience, and it cannot be denied that the average working man cannot be expected to fully comprehend the dangers surrounding our liberties and our institutions, as well as the supposed businessman, who should know. What I mean is this: There is nothing that will blacken labor in the eyes of the people and in the eyes of the government more than unauthorized, so-called wildcat strikes and, in the same sense, I can fully understand the reason for those stoppages which are harmful to those engaged in the walkouts, seriously injurious to the unions as a whole and dangerously serious to our nation, now in what I consider the most serious crisis since the days of the American Revolution.

If the masses of our people would only understand that their liberties and those of their children are involved in this question, they may be prevailed upon to see the light and try to abide by law and order and rules within their union as well as try to lend themselves to the task of protecting the safety of our nation and its institutions. If destruction comes to our civilization, the first part of our Ameri-

can life that will be destroyed will be American capital. Those who will first be put to death will be the representatives of capital. This is what has happened in Russia, yes, even in China, and still we find capital, large capital, so blind to their own dangers that they goad and penalize and continue to seriously disagree with the workers in their employment. They eventually force them to violate the laws of their own unions by bringing on stoppages of work, wildcat strikes.

After all, there are two sides to the question. The first should be our American freedom, our government, our country, all that we glory in and that we and the people before us fought for, but there is also the other human end to the question, and that is the right of men to have sufficient wages to take care of themselves and their families and to save something for the days that are coming when they will be cast in the junk pile of forgotten labor after they reach the age of 50 and, in many instances, before they reach that age.

I think I know the situation as well as any other labor man, and I am appealing to our people sincerely to observe the laws of their unions and to observe the laws of the nation and to try and understand that not only are we in danger of destruction but future generations, their children and their grandchildren, are in danger. If those destructive influences of the human family gain control, then all we have lived for and all that we hope for can and may be destroyed.

I therefore strongly appeal to my people and to the organized workers of the nation to stop all strikes, if humanly possible, and I appeal to the employers of the nation to endeavor to see the light, the light which penetrates and exposes the dangers confronting us, and endeavor to reach agreements (even at some sacrifices) with their employees.

An International Obligation

THERE is a provision in the constitution of the International Union unanimously adopted by the many conventions of the Brotherhood, the last of which was held in 1947 in San Francisco, which gives the power and almost compels the International executives to take over the affairs of a local union or joint council whenever it is believed that the local or the joint council is not functioning in the best interest of the general membership.

During my term of office as General President, I have had to take over only two or three joint

councils, and we only held those in check or in trusteeship until such time as the proper officers were elected and the conduct of the membership and delegates functioned in accordance with the constitution. For instance, a set of officers may not be personally dishonest but they can be dangerous by voting large sums of money for expenditures that could be avoided or minimized. We have had one or two sad experiences also where officers of joint councils, through their manipulation of delegates and through other trickeries which we easily detected, were able to carry the joint council, so-called, in their vest pocket for their own special interest.

We also have found that in one or two instances over a period of years certain crooked employers have influenced one or two officers in one or two joint councils. However, 99 per cent of our joint councils function honestly and unselfishly.

This International Union does not desire, if it can humanly or possibly or legally be avoided, to take over into trusteeship a local union or a joint council but we are compelled, under the constitution, to take over those unions which do not carry on properly.

It costs the International much money to appoint a trustee over a local union or a joint council. We never charge the local union one penny, nor have we ever charged a joint council one cent for the expenses put on the International resulting from the appointment of trustees, but we are compelled, both morally and officially, to take on the unpleasant job of taking over the affairs of a local union or a joint council when we find that the laws of the International are ignored, that moneys are expended unnecessarily and that the general conditions within the body are not based on the principles of trade unionism or on the clear-cut sections of the Constitution of the International Brotherhood.

We cannot have the tail wag the dog. When your delegates draft the constitution in convention, there is no alternative for the International Executive Officers except to carry out that constitution. We, therefore, advise our local unions and the membership—and this does not mean the radicals or the secret agents of the communists—to watch the affairs of their local unions and especially of their joint councils. You can rest assured that if complaints are founded on facts, after we investigate, no matter what the costs, we shall take over, much as we hate to do so, and any officer or local refusing to comply with our decisions, decisions which we make under our obligation as contained in the con-

stitution, will have to sever its or his connection with the International Union. There is no room in this International Brotherhood for misinterpretation of its laws or for defiance of its constitution, and there is no place in our composition for those we believe to be either thoroughly inefficient or dishonest, morally or financially.

This statement above is not written without due consideration, and it is not aimed at any particular district. It is written for the purpose of informing unions and joint councils which do not function properly that they don't belong unless they comply with the laws, rules and decisions they have made in convention, where they adopted the constitution as representatives of their local union almost unanimously and where they, under that constitution, made it necessary for the General President, in convention, to hold up his hand and pledge himself to carry out the constitution no matter what it costs.

No small group or minority has ever yet defeated this International Union. We have had several secessions in the days that are past and when this writer, your editor and President, took over there existed many divisions but, in each instance, those that tried to weaken or split this International Union were ignominiously defeated. Many of them came back crawling on their hands to be forgiven, and I personally begged both the General Executive Board and the conventions to forgive them for their attempts to lower the prestige and influence of the International Union. Today we have the strongest International Union in America and the largest membership and the lowest per capita tax.

I hope and trust that members admitted within the last three or four years will read the constitution, the monthly journal and try to understand that this International Union is continuously battling and fighting and succeeding in bettering the conditions of the men and women who constitute its membership. The more you know about your union, the better you will understand our purposes and if you are in doubt, even though you may have some petty grievances, examine the conditions under which you are now working and those conditions under which you or your father worked before you became members of this union. Ignorance creates misunderstanding. Education and knowledge of this union and its struggles over the years will make you proud that you are a member of this union and if there are one or two individuals who are not lily white and whom you suspect amongst a membership of 2,000, it is your duty to attend your meetings and expose such individuals.

The human family in all ages has been cursed with traitors, but the majority of the human race, the vast majority, have been honorable, decent, law-abiding, God-fearing human beings and so it is with the unions.

A Highly Responsible Job

THE dangers confronting the membership of the Brotherhood of Teamsters today are beyond the understanding of the average American. Roads, because of heavy snowstorms, rains and floods, make the position of the truck driver not only unpleasant but extremely dangerous. In arguing wage contracts, this should be taken into consideration by the employers and by the merchants who ship through our employers.

The highest grade of man is necessary as a driver of a 10 or 20 or 30 ton truck around the winding, slippery roads of the north and the west. A driver has to make up his mind in a split second as to what he is going to do, when some incompetent driver cuts out or pulls across his path on an upgrade or downgrade.

Talk about unskilled labor which they sometimes refer to in governmental and other employments where our members are rendering service—it takes more skill to drive a truck at any time than it does in any of the technical trades. You never finish learning something about the roads or the truck. Only those of clear vision and sound thinking with healthy bodies and quick minds are capable of driving trucks across the nation in this age when traffic is four times what it used to be ten years ago and when the foolishness of the multitudes sometimes creates serious threats to safety. In addition to this, the service rendered to the government and to the people at large by the truck drivers of this nation is beyond realization of the average citizen.

A million tons a month or more is a conservative average of the merchandise and freight that our membership handles from coast to coast. Except in stormy, dangerous, inclement weather, the truck can deliver freight between Chicago and New York from two to four days quicker than a freight train. In addition to this, there is the convenience of almost door-to-door delivery. If I want to ship my furniture from Indianapolis to Denver or from Boston to New York, I know my furniture will be safe in giving it to a van that travels by road. Shipping railroad freight car, furniture is handled first by a moving van, delivered to the freight car and at the

other end it is handled again, and when you get the furniture, from being pushed around in the freight car and one piece thrown on top of another, in many instances you might as well set fire to the mess.

I write this article not for the benefit of our own members, who fully understand the seriousness and the responsibility of their labors. I write it for the purpose of endeavoring to get the public to more fully appreciate the service rendered by the truck drivers of this nation, nearly all of them members of the International Brotherhood of Teamsters.

In addition to this, we have letters every month from thoughtful, intelligent citizens—many of them women—who say a word of praise and thankfulness for the service rendered them when they were broken down and stuck on the highways by an intelligent, high-class, over-the-road truck driver who stopped and helped to get them out of their trouble. The courtesy of our membership on the roads is a matter of favorable comment by the writers and the road travelers of the nation. This is due to the fact that the highest class of men are employed, and still, in many instances, the hourly wage is less than the wages paid to the building laborer, the hod carrier or to a number of other so-called unskilled laborers.

The driver of a truck must know his stuff on roads; he must study maps, he must be able to read his bills of lading; in some instances he has to collect and the whole composition of a truck driver mentally, physically and morally must be A-No. 1. This is not an exaggeration. We have made considerable progress, but we sometimes get discouraged because of the fact that neither the public, the government or many of our employers fully appreciate the service rendered by these A-No. 1, top skilled drivers who are driving all over the nation from week to week in good and bad weather.

Ready to Do a Job!



140 E.P.C.

The International Teamster

In the last war, in the building of the Burma Road, the first men on the job were the engineers and the truck drivers, many of them coming from the Western States. Undoubtedly in the present trouble we have numbers of our members working night and day in uniform driving trucks. We desire no credit or praise for this because, as Americans, this is our duty but, above and beyond all, our membership is true to its government because it comes from a class of Americans whose ancestors, many of them, fought for the freedom which we now enjoy and which is seriously threatened. So, on this beginning of the New Year, I tender to the truck drivers of the United States and of Canada, my sincere appreciation and gratefulness for the outstanding service they are rendering to the public and to their government in this period of emergency.

AFL Delegates Submit Report

IN ACCORDANCE with the usual procedure, we, your delegates, beg to submit the following report:

The following representatives of your International Union were delegates to the 69th A. F. of L. Convention, held in Houston, Tex., September 18 through the 23rd: Daniel J. Tobin, John F. English, Frank Brewster, Thomas Hickey, Robert Lester, Joseph Diviny, Gene R. Frank and John Marshall.

Committee Assignments

Your delegates served on the following committees: Your General President was Chairman of the Committee on Laws; John English was a member of the Committee on Resolutions; Frank Brewster was a member of the Adjustment Committee; Thomas Hickey was a member of the Industrial Committee, Joseph Diviny was a member of the Building Trades Committee, and your General President also served as a member of the Committee on International Labor Relations.

The Convention was addressed by many figures of national importance. Averell Harriman, Special Assistant to the President of the United States, addressed the Convention on its second day, and stressed the importance of labor and the necessity of taking an intelligent position on such matters as the International Labor Organization, isolationism, resistance to Communism. He told the Convention that the position of this nation in its dealings with communistic Russia was much strengthened by the intelligent support of patriotic American unions. Harriman also advised the Convention to urge the continuance of help to the poor nations of the world and vigilant safeguarding of our liberties.

Numerous figures of importance in international labor organizations also appeared on the Convention platform, among them Sir William

International Union Representatives Served On Key Committees; Speakers at Convention Stressed Need for Labor Cooperation in Crisis

Lawther and Miss Florence Hancock of the British Trades Union Congress, who reported on conditions in England.

Walter Provost of the Trades and Labor Congress of Canada; Enrico Parri and Luigi Morrelli, both of whom were members of the Italian Confederation of Trades Unions, as well as members of the Italian Parliament.

The necessity of the cooperation and assistance of American labor in international affairs was stressed by the appearance of these people and it was possible for your delegates to obtain a new appreciation of the aid it is possible for patriotic American unions to offer their nation in times like these.

World Unionism Treated

Martin C. Balle, representing the International Trade Secretariat, discussed American Federation of Labor participation in the World Confederation of Free Trade unions and the positive program that the A. F. of L. had furthered in freeing the non-communistic trade unions of the world from domination of the Russian controlled W. F. T. U.

The speakers all urged further cooperation on the part of the American Federation of Labor and all American Labor in their efforts to keep the International Trade Unions free of communistic domination.

Several representatives of the Government addressed the Convention on the third day and praised the A. F. of L. for its support of the American Government in the Korean situation and said that labor should spare no effort to prepare this nation for an all-out war, at the same time making every effort to

try to avoid a general war. It was said that our free enterprise system had made our labor movement possible and given us our present standard of living, and urged its continued support by the American Federation of Labor. The manpower prospects were further explained if a general war should come and also controls and their possible effect were discussed. It was said that many controls, such as labor and management had to bear during the last war, could be avoided this time by intelligent cooperation on the part of both.

The centenary of Samuel Gompers' birthday was commemorated on the third day.

The fourth day saw Fraternal Delegates Tom Daugherty of Australia and Richard Deverall of Bombay, India, address the Convention in the morning and in the afternoon the Convention re-elected the present slate of officers for another term. Your General President was re-elected as Fifth Vice President.

San Francisco is Next

The selection of the place to hold the next convention was left to the Executive Council, which seems to favor San Francisco at this time.

The C. I. O.-A. F. of L. Unity Committee, of which your General President is a member, reported on the attempts being made to settle the question of a reunion of the two great houses of labor. Until such time as this reunion is accomplished the entire American labor movement is going to suffer because of this disruptive division which has existed for the last 15 years. Never before was there as great a need of reunion as now; never before have

military and economic needs of our nation so needed labor unity, and the entire Executive Committee of the American Federation of Labor expressed a hope for an early healing of this split.

On the fifth day the Convention was addressed by Federal Security Administrator Oscar Ewing, who spoke on the economic situation now confronting us.

Your delegates were in attendance at every session and did the best they could to represent and guard the interest of our International Union. We thank the membership for reposing this confidence in us, and we endeavored to fulfill our obligations and carry out the duties and responsibilities placed upon us.

Thanks Given Texans

We desire to thank our people in the state of Texas—that is, the representatives of the Teamsters—for the wonderful reception they gave not only the regularly elected delegates but the visiting Teamsters and their wives, numbering about 50. We believe we did some good for the International by our visit to Houston. We also believe that it helped us, your representatives, to understand our membership in Texas a little better.

The banquet tendered to the General President, at which were present the members of the Executive Council of the Federation and many others, was perhaps one of the finest affairs ever conducted in the South and one of the greatest tributes ever tendered to an International President.

The Convention ended on the sixth day with the presentation of committee reports, and then adjourned.

Respectfully submitted,

DANIEL J. TOBIN,
JOHN F. ENGLISH,
FRANK BREWSTER,
THOMAS HICKEY,
ROBERT LESTER,
JOSEPH DIVINY,
GENE R. FRANK,
JOHN MARSHALL.

Blood Donor Wins High Praise

Ex-Member of New Jersey Local Gives 82 Pints to Blood Bank; Lauded by General George Marshall



Otto W. Weber, a former Camden, N. J., Teamster, is shown with Secretary of Defense George C. Marshall shortly after the Jerseyite was honored for contributing his 75th pint of blood to the Red Cross Blood Bank.

A FORMER member of Local 676, Camden, N. J., has been signalingly honored by General George C. Marshall as President of the American Red Cross because of his contribution to the success of the National Blood Program.

Honored by Marshall

Otto W. Weber, now a stationary engineer, was pictured with General Marshall and received a scroll of honor as he contributed his seventy-fifth pint of blood.

Brother Weber, with an abiding interest in the National Blood Program, wrote President Tobin, praising the TEAMSTER for the story on the Blood Bank which appeared in the November issue.

"Stories such as the one in your so-valuable magazine are the very best advertisement the Blood Bank can receive. I only wish that all other National and International Unions would do likewise," declared Brother Weber.

"I am scheduled to give my eighty-second pint of blood on December 11 but my minimum goal is 100, which I hope to reach with God's

help within the next couple of years, so you can readily see that my heart and soul is in this so very worthy undertaking all over the nation," he declared.

In addition to his donor capacity, Brother Weber devotes his spare time to the Blood Bank in the following capacities: member of the Board of Directors, Emergency Bloodmobile Driver, Ambulance Driver, member of the Speakers Bureau and, of course, Champion Blood Donor.

Is Great Accomplishment

In writing Brother Weber, General Marshall said, in part:

"Certainly you have every reason for genuine pride in your accomplishment and for the gratification that is more than merited by what you have done for your fellow-man. My warmest congratulations to you."

The story which prompted Brother Weber to tell of his recognition detailed the successes of the Los Angeles Joint Council blood bank which has, in the past year, supplied 2,100 pints of blood to Teamsters and their families in the area.

Looking at the New Congress

LABOR and liberals will have a rough path in the 82nd Congress if the new figures in the Senate are to determine the course of events, a brief survey of the Senators-elect indicates.

The Senate will have 15 new members coming from different pursuits, with lawyers, of course, dominating. Four of the new members come from the governorships of their respective states: Rhode Island, Kentucky, Pennsylvania and Kansas.

Eight of the new Senators have served in the House of Representatives and five of them are elected to the Senate by way of "promotion." The other three were formerly members of the House.

Two were formerly heads of conservative organizations, representing conservative groups—the National Association of Manufacturers and the American Bar Association.

Labor won few new friends in the 82nd Congress—three in fact: Governor Earl C. Clement of Kentucky, Governor John Pastore of Rhode Island and former Representative Thomas C. Hennings of Missouri.

Governor Clements, a 54-year-old political figure, served in the 79th and 80th Congress and has a record for labor. An old hand at Kentucky politics, he had also served as sheriff, county clerk, county judge and majority leader in the state Senate. He will occupy the seat once held by Vice President Alben Barkley. He voted in the House to uphold the President's veto of the Taft-Hartley Law. He is a veteran of World War I in which he served as an infantry captain.

First Italian Senator

Governor John O. Pastore of Rhode Island, is the first candidate of Italian descent to be elected to the United States Senate. He made an excellent record as governor and the worst his senatorial opponent

Not Much Legislation of Liberal Nature May Be Expected from Eighty-second Congress; Majority Of Newly-elected Solons Is Ultra-conservative

could say was that he was "an Administration man." He stressed his fine record as governor.

The 43-year-old Rhode Islander is one of the state's best vote-getters. He has served in the state's House of Representatives and as assistant attorney general. A strong governor and a man of intelligence and courage he is likely to add definitely to the stature of the Senate.

Governor James H. Duff of Pennsylvania, reversed the rules in his state to gain the senatorial seat. He defeated one of labor's best friends, Francis J. Myers. The loss of Myers to labor and liberalism generally will be keenly felt, for he was an able and courageous fighter for what he believed to be the welfare of the laboring people.

Grundy Conqueror

Duff whipped the Grundy and manufacturers' association machine in Pennsylvania with both his organization and the Republican primary opposition spending huge sums of money. Duff comes from the "spend and elect and spend and elect" school, which seems strange in the G.O.P. ranks. Duff, over the past few years, has developed and carried out a state improvement and public works program of great proportions with new hospitals, roads, bridges, improvements etc., which attracted great attention and also votes. He is regarded as a liberal on foreign policy, but how he will operate domestically is still a question.

The fourth governor, Frank Carlson of Kansas, comes without any great claims to fame or distinction. He is a conservative who is likely to pursue a strictly conservative course

of action regarding labor and any other matters of great social import.

The Senators who came from the House are a varied lot, with few friends of labor among the pack. One of the most promising insofar as labor is concerned is A. S. (Mike) Monroney, Democrat, of Oklahoma. He defeated the veteran Elmer Thomas who had the backing of labor in the primary. Monroney won labor's support in the election against a rabble-rousing Republican. Monroney is likely to be friendly to labor generally. He defeated Thomas largely because the latter had apparently sought the support of the power trust and this situation made great political capital for Mr. Monroney.

The new Oklahoma Senator is strong for more efficiency in government, particularly in Congress. He worked with former Senator Robert M. LaFollette, Jr., on a congressional reorganization plan and was cited by *Colliers' Magazine* as one of the country's outstanding congressmen. He will definitely make his mark in the Senate.

No Capital Stranger

Thomas C. Hennings is no stranger to Washington. He served in the Congress and is a successful lawyer. His campaign attracted national attention in 1950, second only to the race in Ohio in which Robert A. Taft was up for reelection. Hennings' opponent was Senator Forrest C. Donnell, regarded as the No. 1 target of some groups, particularly of railroad labor. Hennings' victory indicates his stature in his own state and his experience in Congress.

(Continued on page 30)

'... our drivers got through'

OUT of every great transportation crisis in recent years members of the Teamsters' Union have emerged as reliable guardians of life and property and the public's general welfare. When the worst November storms in history paralyzed much of the Midwest recently, this great Teamster tradition was strengthened by heart-warming stories of personal sacrifices by bread and dairy drivers in the storm-hit areas.

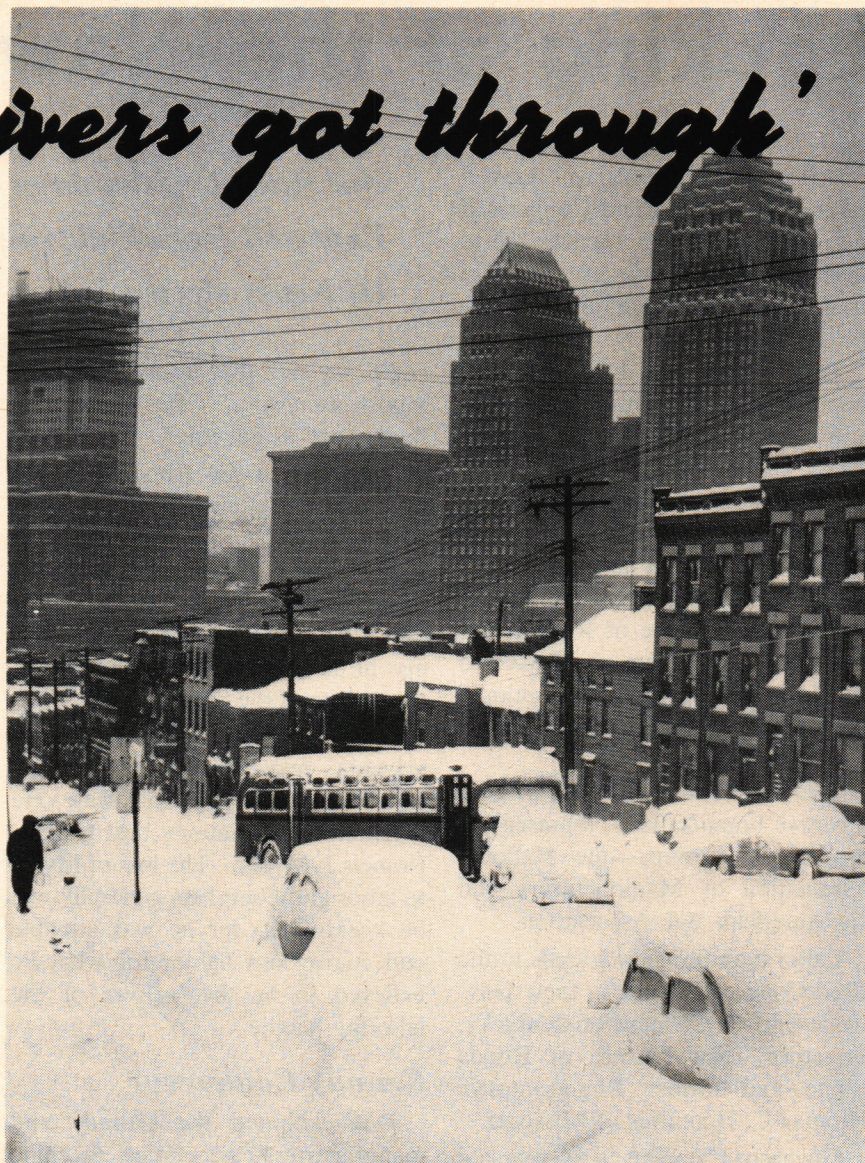
Perhaps the simplest and shortest summation of Teamsters' performances during the snowstorm crisis was furnished THE INTERNATIONAL TEAMSTER by Secretary Charles DeRenzo of Local 19, Pittsburgh's dairy drivers' union. He reported: "... there were a lot of places that a machine couldn't get through, but our drivers got through, and they opened up the way for other people to travel."

As usual in such emergencies it is impossible to report every case of heroism and personal sacrifice. It is a credit to their deep sense of responsibility that individual drivers feel there is nothing unusual in the performance of their duties, regardless of the hardships and obstacles they must overcome.

Chose to Work

The milk and dairy drivers who got through with the necessities of life in the snow-buried cities were all heroes in the sense that they went beyond what anybody could have expected of them. Nobody could have blamed the Teamsters for "taking the day off," but they chose to fight the 30-odd-inch snowfall to make essential deliveries.

In short, they all had the same spirit as the Pittsburgh dairy driver who shoveled snow for five hours so he could serve a hospital.



"Buses and street cars and virtually all private autos were immobile white hulks. . ."

The great storm began on November 24, heaping a record snowfall on most of the Midwest and part of the East. For at least two days afterward many of the nation's great industrial cities were weird ghost towns. Buses and street cars and virtually all private autos were immobile white hulks, shapeless monuments to nature's fury.

As food supplies ran short, the specter of the black market cast its shadow over the great sea of snow. There were reports of bread selling for a dollar a loaf and milk going for a dollar a quart. This aroused fair-minded employers and their workers to new efforts. Management and labor cooperated to extend de-

liveries and beat down the profiteering.

In the key storm centers such as Pittsburgh, Cleveland and Erie, Pa., bread and milk drivers who found it impossible to reach retail outlets parked their trucks on street corners, and lines formed as housewives replenished their supplies.

Normal supplies were threatened when some employees could not report, but owners and workers labored long hours to assure continued output.

Members of Bakery Salesdrivers Local 485 of Pittsburgh did not miss a day in their deliveries of "the staff of life." William H. Tappe, the Local's secretary-treasurer said:

"Each truck carried a shovel to be used where trucks became stuck in snowdrifts. Most of our members actually walked as much as five miles to get to their respective plants, and all of them during the days of the snowbound period performed additional hours of work beyond their normal work day."

Management offered all possible cooperation in getting men to and from work. In some cases, employers placed their drivers and inside employees in hotels, paying the full expenses.

Met by Sleds

Many Cleveland bakeries suffered heavy financial losses early in the siege when they were caught with supplies they were unable to sell. Bread trucks in the city continued to move along main thoroughfares, however, with retail store owners meeting them, often by sled, to pick up stock.

An Erie, Pa., bakery ran a newspaper advertisement which told the story of the workers' sacrifices in that city.

Every single employee reported for work, despite the blizzard, the company proudly announced. Trucks continued to roll, with driver-sales-

men working from dawn until late in the night to make deliveries, the ad reported, adding that many employees worked 15 to 16 hours a day during the crisis.

"We believe it is proper for us to publicly recognize this kind of work," the employer said. "We know it was not done for the pay involved. It takes more out of the men and equipment than the money is worth.

"We know it was done out of a sense of duty, loyalty and a desire to be of service to the grocer customers and to the public."

The big story of the November hardships was not without amusing sidelights. In Pittsburgh, workers picketing a department store gave up their line in the 30-inch snow, making a strategic withdrawal to a warmer front. As they left, the pickets "planted" their "unfair" placards in the snow. Some time later, the department store summoned shovelers to the premises to clear away the snow. When the shovelers arrived, they saw the pickets' placards standing in the snow and refused to work. It was one of the most effective jobs of *picketing in absentia* in labor history.

In Burnsville, W. Va., a member

of Local Union 175 performed an unusual service "beyond the call of duty" and, in doing so, won for his employer a living advertisement.

Mission Completed

Brother Jack Heater had been snowed in by the storm, but he got moving when he received an extraordinary appeal. The farm home of Mr. and Mrs. William J. B. Knight had been isolated by a 40-inch snowfall, and no vehicle had been able to plow through. But Brother Heater, a driver for Holsum Bakeries, sent his truck rolling through. With him he had an important passenger—Dr. Staunton Trimble, who delivered a husky baby boy to the worried Mrs. Knight. The grateful parents promptly named their offspring William HOLSUM Knight.

As previously stated, the full story of personal sacrifice in the great snowstorm of November, 1950, cannot be told. But it can be said that the International Brotherhood of Teamsters is infinitely proud of every member of this union who placed his feeling of duty and service above personal comfort and safety during the crisis. They have bestowed high credit on themselves, their employers and their union.



"Bread and milk drivers . . . parked their trucks on street corners, and lines formed as housewives replenished their supplies."

Reports of Teamster Progress

Texas, Oklahoma Locals Score Gains

By M. W. MILLER
General Organizer

A major victory has been won by Local 523 in Tulsa over the Beatrice Creameries which resulted in organization and negotiation of a new contract for 120 sales drivers. This company, a year ago, through their attorneys, won a victory disestablishing Local 523 as bargaining representative for these people. A recent 12-day strike which resulted in the above is ample proof of what can be done when the organization does not give up. Officers of Local 523 are at the present time in negotiations and expect to complete a contract in the very near future.

General Drivers Local 745 in Dallas, Tex., has filed NLRB petitions for recognition elections on five companies which include Carnation Milk Processing Plant at Sulphur Springs, Tex., and the Yellow Transit Freight Lines. These elections will cover approximately 150 members. Local 745's organizational program has pushed them up to the position of one of the largest Locals in the South at the present time.

An election at Grocery Supply Wholesale Company in Houston was won by Local 968 by a vote of 97 for the Union and 20 against. This is the first of a series of scheduled elections by the NLRB in this industry and all indications are that Local 968 will soon have approximately 500 new members out of the grocery supply industry. Another election covering over 100 men is scheduled for December 15 at Shumacher Grocery Company. A strike is now in progress in Houston, Tex., on Republic Carloading for recognition. This company refused to consent to an election by the NLRB or to deal with the Union as a bargaining agent for their employees and a picket line has been placed on their place of business for organization purposes.

Local Union 393 in Beaumont, Tex., has completed the organization of 180 new members employed by the City of Port Arthur, Tex. This represents all of the city employees covered by our jurisdiction and is the first that Local 393 has been successful in organizing.

Beaumont and Houston together have been very active in organizational work in the pipe line industry and are one of the leaders of the South in this field. The pipe line industry is growing to be one of the largest fields for organizational work on the Gulf Coast and Locals 393 and 968 were on the ground floor and have done an outstanding job and it seems this work was done by Union members.

A contract has just been completed

with the Carnation Company in Houston by Local 949 in which the sales drivers were given substantial increases in both guarantees and commissions as well as other working conditions. Negotiations are to begin soon between Local 949 and the Carnation Company for their inside employees. At this time an extensive organizational campaign is under way in the rest of the milk industry in Houston and all indications are that another one of the largest nonunion dairies in that area will soon be under our banner.

Representatives from the Locals in the South attended a meeting in Tulsa, Okla., on December 5 and 6 with the pipe line contractors. A committee was also present from the East representing eight states and they, jointly with representatives from the South, made arrangements for the pipe line contractors to meet in the very near future to negotiate an agreement covering 20 states.

We have a case before the Supreme Court of Texas in which Best Motor Lines is attempting to get part of our freight contract declared illegal by this Court. If Best is successful it will mean that our members cannot refuse to cross a legal picket line and refusal to do so will result in the company being allowed to discharge them. Best Motor Lines attorneys are contending that a refusal to cross the picket line is a violation of the Texas Anti-Conspiracy Law.

Negotiations Are Success in Michigan

By R. J. BENNETT
General Organizer

Our organizations have been successful in reopening contracts and receiving increases averaging from 10 to 15 cents per hour—also improved health and welfare benefits were obtained.

Some contracts have been signed with employers covering the families of our members with health and welfare as well as the members themselves.

Local Union No. 299 in Detroit has organized the Federal Department Stores warehouses covering about 250 employees. They also were successful in taking the Brinks Express, Inc., employees from the United Office and Professional Workers, CIO, Union—and secured a contract for them with better wages and working conditions.

Local Union No. 337 in Detroit recently organized and negotiated contracts covering the people in the bag and barrel industry, and also organized the bar supply and equipment industry and negotiated contracts for them.

Our Local Unions have all been successful in signing up new members into our organization.

Progress Is Steady In Eastern District

By ALBERT DIETRICH
General Organizer

Conditions in general throughout the states of Pennsylvania, Maryland and the District of Columbia have been steadily improving, both from the standpoint of increase in membership and improvement in working conditions and wages in all contract negotiations.

During the past year we have been able to organize the second largest milk company (numbering more than 300 men) in the city of Baltimore, Md. Previously the largest dairy in the city of Baltimore was the only dairy organized and by organizing the second largest dairy it should prove helpful in bringing about complete organization of all the milk drivers in the city of Baltimore.

Recently we have also been able to win an election of some 300 drivers employed by the city of Baltimore, which gives us nearly 100 per cent organization of all the city employees.

In the city of Wheeling, W. Va., we were able to organize the first milk company, this year, after a long strike for recognition. We have been attempting to organize the milk companies in this city for several years without success. We now feel that we have a start which should bring about complete organization of all milk drivers in the city of Wheeling.

Several of the Local Unions located in this area have requested the Mid-Atlantic Area Conference to expand their activities to include meat drivers that are employed by the Western Meat Houses. At the next meeting of the Mid-Atlantic Conference this request will be considered and I am sure that the Conference will concur with their request.

An Oil Drivers Conference has been started, covering the states of Ohio, Pennsylvania and New York, for the purpose of completely organizing all of the oil drivers throughout this area, and much progress has been made up to the present time; however, there are several large non-union companies still to be organized.

A Pipe Line Conference has been established covering the states of Pennsylvania, Ohio, Indiana, Virginia, West Virginia and Kentucky for the purpose of attempting to enter into a contract with the National Association of Pipe Line Contractors. A committee is now in the process of meeting with the employers in an endeavor to accomplish this objective.

Progress Made In Rocky Mountains

By PAUL W. BLINCO
General Organizer

Teamsters Unions throughout the Rocky Mountain Empire have shown steady progress in the year of 1950. Marked organizational progress was most pronounced following our National Over-the-Road and Warehouse Check. Good wage increases have been negotiated for our membership without any loss of employment due to strikes.

Nineteen hundred and fifty, therefore, will mark for our Teamster Unions in this area one of good progress which we will try to better in the coming years.

Teamsters Advance Wages in Canada

By A. F. MACARTHUR
General Organizer

Negotiations have just been concluded affecting three to four thousand of our members engaged in over-the-road transport, city pick-up and delivery, and warehousemen. Wage increases have been negotiated, payable back to July 1, 1950, along with a substantial increase in the mileage rate for over-the-road drivers.

Other benefits accruing include payment for statutory holidays and also, for the first time in the history of the Local Unions involved, a union shop condition has been arrived at.

The members affected are more than satisfied with the results of collective bargaining through Teamster organization. The records show that from the start of our organizational campaign in Ontario in 1946, covering the aforementioned classifications, a wage structure of 54½ cents an hour prevailed and under the new agreement \$1.07 is provided for in the hourly rate and close to five cents per mile on highway rates. With the many benefits accruing it is shown without peradventure of doubt, responsible organization is the key to advancement of the interests of the workers in the industry affected.

Milk Drivers and Dairy Employees are watching with keen interest the outcome of their particular wage case which is presently before a board of conciliation. There are over 2,000 members affected and the findings and recommendations of this conciliation board will undoubtedly set the pattern for all major cities throughout Canada.

All possible effort is being made in the preparation of the case, with the valuable assistance of the International Union in the direction of our economists to prepare a sound and justifiable case that will substantiate the position of the Local.

The Fuel and Ice Drivers and Building Material Drivers are also presently in wage negotiations and it is expected that substantial increases can be gained some time in January for these groups.

The new Province of Newfoundland, where two Teamster Locals have been established and which might be considered a low and depressed area as far as working conditions are concerned, the workers are showing a keen interest and enthusiasm in organizational efforts in order that they might aspire to and achieve many of the gains made by Teamsters on the mainland and in the United States.

I have recently finalized agreements in the town of Cornerbrook, setting for the first time a wage structure for drivers. Therefore, this provides for substantial improvement.

In the province of Nova Scotia, in the city of Halifax, a Teamster Local Union has been established and is presently in the process of organizing dairy workers in that city.

In the province of Ontario, tremendous hydro developments are under way and our miscellaneous Locals are busy at the present time conducting organizational drives in the hydro-electric field. At Niagara Falls alone, a hydro development will employ 5,000 workers, a large number of whom will come under Teamster jurisdiction.

The Local Unions generally are showing progress from month to month, and despite the many obstacles that are in our way, as 1950 draws to a close, records will show substantial improvement in numbers within our Local Unions, and splendid achievements in the betterment of conditions and wages through the due orderly process of collective bargaining.

The month of December finds many of the Locals holding elections, and the keen interest shown in the nominations and balloting augurs well for honest, competent officers to be elected, who will give the necessary guidance and leadership to our Teamster movement in the uncertain and stormy months that lie ahead.

Teamsters on Move In the Deep South

By LEO B. CARTER
General Organizer

We were successful in winning an NLRB election with A. E. Blackledge Trucking Company of Gulfport, Miss., covering 180 dump truck drivers. We were able to negotiate a union shop agreement with a 25-cent-an-hour increase in wages, and from my last report we also secured for these people 25 cents an hour increase, total sum of 50 cents per hour in the last four months. The wages were low up to now. They had no organization until they joined Teamsters.

We negotiated an agreement with General Contractors Wilkinson, Snoden & McGee, of Memphis, Tenn. This contract covered the building of 538 housing units under the Wherry Act at Keesler Field, Biloxi, Miss. Incidentally, this was the first union contract that this contractor has ever signed. Of course, this agreement covers all the building trades crafts,

of which we are a part, and all unions worked together.

In addition, in this area we also negotiated a union agreement with the Ewing Engineering Company, of Mobile, Ala., for \$40,000,000 worth of work on Keesler Field, Biloxi, Miss. This Local Union, as you know, is a new Local Union, Local 228 of Gulfport, Miss.

We are at the present time, along with the Operating Engineers and Common Laborers, organizing the gravel pits in this area and, in addition, we are also organizing the gravel pits in the Hattiesburg, Miss., area, which is covered by our Local Union in Jackson, Miss.

I have just completed assisting our Tulsa, Okla., Local in settling a strike with the Beatrice Creamery Corporation. This fight to organize this creamery is the culmination of a three-year campaign by the Tulsa Local.

I met with President Brownlow of the Metal Trades Department and representatives of all the affiliated organizations of the Metal Trades Department at the Edgewater Gulf Hotel, Biloxi, Miss., on November 18 and 19 for the purpose of reorganizing and reactivating all agreements in 26 shipbuilding and repair yards in the Gulf zone area, also including the Georgia and Florida coasts. It is anticipated that in the very near future that shipbuilding along the Gulf Coast will be in major production.

On November 27 we will enter into the Seventeenth Annual Wage Conference with the Tennessee Valley Authority for wage increases covering all of our jurisdiction. We anticipate that we will be able to negotiate with the Authority a substantial wage increase for our people for the coming year. TVA's construction program for the coming year amounts to \$80,000,000. Their maintenance work will be the highest peak since the last war, which will call for increased employment for the entire TVA program.

New England Has Political Success

By NICHOLAS P. MORRISSEY
General Organizer

As predicted in my last report published in the September, 1950, issue of the TEAMSTER, the type of political education program set up by the Teamster Unions in the New England states resulted in substantial success. In Connecticut two of the candidates we supported, McMahon and Benton, won, while our third man, Bowles, lost. In Rhode Island it was three out of three, with our candidates, Pastore, Roberts and Fogarty, out in front. Aiken in Vermont and Tobey in New Hampshire were supported by us and won. In Massachusetts we supported Dever and other state officers and they won. We engaged in no congressional activity in Massachusetts inasmuch as the gerrymandered districts make the election of unsympathetic candi-

dates a foregone conclusion. We concentrated on electing a Democratic legislature in Massachusetts with the hope that such a legislature might re-district Massachusetts so that we could begin in 1952 to retire some of these so-called untouchables now coming out of gerrymandered districts.

The organizational scene was marked by the successful termination of the 14-week strike against the Cadillac-Oldsmobile Company of Boston by our Automotive Local Union No. 841. Occasion was the signing of a contract to run for two years with raises ranging from 15 to 55 cents an hour. Such good unionism was shown by the members of this newly chartered local union that they received the unstinted admiration and assistance of all the officers and members in the region. This event should now open organizing opportunities in the automotive field hereabouts.

Within recent weeks the value of co-operative action through our regional organization, The New England Conference of Teamsters, has been demonstrated several times. The Transportation Division of the Conference, after hard bargaining, successfully negotiated an across-the-board increase that will bring industrial peace through April, 1953, to some 13 Local Unions which are members of the Division. The Bakery Division of the Conference, a Division which has effected approximately 95 per cent organization of its jurisdiction, also received an advance in scales. The Miscellaneous Division of the Conference reports that its contracts covering the newspaper and publishing field have had scales so advanced that the members are undoubtedly enjoying the best conditions of their craft in the newspaper and publishing industry.

Local No. 536 of Hartford, Conn., after a long campaign, has been successful in its fight to represent the employees of the Bryant and Chapman Dairy of Hartford, Conn., by winning an NLRB election.

Over all, there is a steady growth in membership in our Locals in New England, resulting from organizing activity of the Locals and the expansion of employer operations. This employer prosperity is aided by the excellent relations that our Local Unions have with their employers and as the employers prosper so do we.

The New England Conference of Teamsters is introducing a scholarship program in each of the New England states for the purpose of compiling the history of the International Union in the New England area. The program will introduce our International Union to the public in a goodwill spirit and follow up our policy of cooperation with the motor carrier industry and the public for the general welfare.

All of the officers and members in the New England area join with me in prayer that the new year will bring lasting peace on earth to men of goodwill and that our movement may continue to grow under the steadfast direction of our International Union.

RULES & REGULATIONS

To Be Observed By All Persons

Employed In The Factory Of

A M A S A W H I T N E Y

FIRST: The Mill will be put into operation 10 minutes before sunrise at all seasons of the year. The gate will be shut 10 minutes past sunset from the 20th of March to the 20th of September, at 30 minutes past 8 from the 20th of September to the 20th of March. Saturdays at sunset.

SECOND: It will be required of every person employed that they be in the room in which they are employed at the time mentioned above for the mill to be in operation.

THIRD: Hands are not allowed to leave the factory in working hours without the consent of their Overseer. If they do, they will be liable to have their time set off.

FOURTH: Anyone who by negligence or misconduct causes damage to the machinery, or impedes the progress of the work, will be liable to make good the damage for the same.

FIFTH: Anyone employed for a certain length of time will be expected to make up their lost time, if required; before they will be entitled to their pay.

SIXTH: Any person employed for no certain length of time will be required to give at least 4 weeks' notice of their intention to leave (sickness excepted) or forfeit 4 weeks' pay, unless by particular agreement.

SEVENTH: Anyone wishing to be absent any length of time must get permission of the Overseer.

EIGHTH: All who have leave of absence for any length of time will be expected to return in that time; and, in case they do not return in that time and do not give satisfactory reason, they will be liable to forfeit one week's work or less, if they commence work again. If they do not, they will be considered as one who leaves without giving any notice.

NINTH: Anything tending to impede the progress of manufacturing in working hours, such as unnecessary conversation, reading, eating fruit, &c.&c., must be avoided.

TENTH: While I shall endeavor to employ a judicious Overseer, the help will follow his direction in all cases.

ELEVENTH: No smoking will be allowed in the factory, as it is considered very unsafe, and particularly specified in the Insurance.

TWELFTH: In order to forward the work, job hands will follow the above regulation as well as those otherwise employed.

THIRTEENTH: It is intended that the bill be rung 5 minutes before the gate is hoisted, so that all persons may be ready to start their machinery precisely at the time mentioned.

FOURTEENTH: All persons who cause damage to the machinery, break glass out of the windows, &c., will immediately inform the Overseer of the same.

FIFTEENTH: The hands will take breakfast, from the 1st of November to the last of March, before going to work—they will take supper from the 1st of May to the last of August, 30 minutes past 5 o'clock P.M.—from the 20th of September to the 20th of March between sundown and dark—25 minutes will be allowed for breakfast, 30 minutes for dinner and 25 minutes for supper, and no more from the time the gate is shut till started again.

SIXTEENTH: The hands will leave the Factory so that the doors may be fastened within 10 minutes from the time of leaving off work.

AMASA WHITNEY
Winchendon, Mass., July 5, 1830.

Boss Amasa Whitney posted this notice in his mill 120 years ago. Quite obviously, there were no such things then as unions and collective bargaining. The employer figured out everything by himself—and he didn't give a hoot about consideration for the worker; it was almost a story of king and peasant. Today, things are different—thanks to a long and successful struggle by workers and their unions. The democratic trade union movement has given workers protection against tyrannical bosses.

Tire Claims (S)Kid Buyers!

THE tire salesman was persuasive. "Now with this tire," he told me, "you won't have to worry about slippery roads this winter. It has a special non-skid surface built right into the tread, which grips the road and keeps you from skidding on snow or ice. It eliminates the need for tire chains and enables you to speed up icy mountain hills and generally forget about skidding or being stuck."

The tire I was looking at resembled any other tire, except that it appeared to have sawdust embedded in the tread. Actually, I discovered, it wasn't sawdust, but ground up peanut shells. The salesman referred to it as an "abrasive" tire.

Other "winterized" tires have other things embedded in the tread—some of them have steel shavings, others even have tiny steel coils.

Makes Haste Slowly

Offhand, it sounded logical, and my old tires were a little the worse for wear. But recalling previous exaggerations about "non-skid" treads, I decided to find out for myself. For the past ten years, as a matter of record, we've read each winter about one or more new "miracle" tires supposed to be as good or better than tire chains. Wonderful if true. But when we used them we found the claims grossly exaggerated and dangerously misleading. They were not even close to the truth, for some of the tires were actually worse than regular tires on slick surfaces where they were supposed to be so good.

In the meantime I had heard of newer developments. I knew that my friend Prof. Ralph A. Moyer, of the University of California, a research man who never talks or wets his pen until he has determined the facts, was conducting tests on all types of new tires on various surfaces. But I missed Moyer at the

Scientific Evaluations by National Safety Council Reveal That 'Gadget' Treads Are of Little Aid in Preventing Winter Accidents

By PROF. AMOS E. NEYHART

EDITOR'S NOTE: Professor Neyhart, head of the Institute of Public Safety at the Pennsylvania State College, is driver training consultant for the American Automobile Association and a recognized authority on traffic safety and automotive economics.

National Safety Congress, so I looked up Ross G. Wilcox, traffic engineer of the National Safety Council. He was in charge of the test project conducted last winter by the Council's Committee on Winter Driving Hazards, of which Moyer is chairman.

"I didn't know anything about those tires," Wilcox said, "until the committee tried them out last January up at Pine Lake, near Clintonville, Wis. It took us two weeks, and we made 1,800 individual test

runs, testing 22 different tire designs for stopping, traction, and cornering ability on snow and ice."

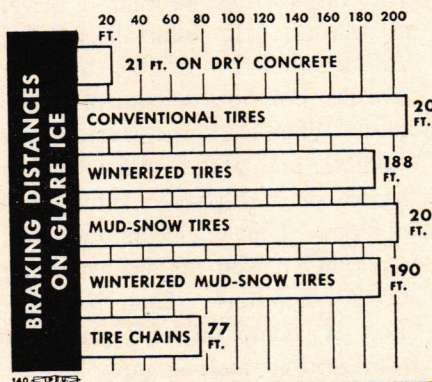
"O. K.," I said, "so what did you find out?"

Wilcox reached into his desk and pulled out a 40-page research report.

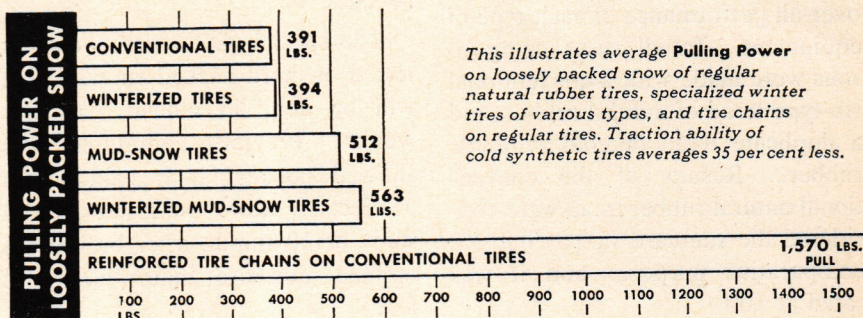
"In general," he said, "we found out that while the performance of some of the special tires shows definite improvement for some specific conditions over conventional tires, their over-all improvement is not great enough to warrant less care or the elimination of tire chains when driving on snow or ice."

Figures For Stopping

So I carefully studied the whole report and learned many facts that should prove helpful to the average driver. As an example, the stopping



This shows average Braking Distances from 20 m.p.h. on glare ice of conventional natural rubber tires, special winter tires and tire chains on regular tires. Skid distances for synthetic rubber tires are 10 to 50 per cent more.



This illustrates average Pulling Power on loosely packed snow of regular natural rubber tires, specialized winter tires of various types, and tire chains on regular tires. Traction ability of cold synthetic tires averages 35 per cent less.

distance on glare ice of the best specialized tire tested is still about eight times the normal stopping distance on dry concrete.

They found that the reinforced type tire chains are far superior to the best of all the tires tested on snow and ice. They show an improvement over conventional natural rubber tires averaging 46 per cent in stopping ability, and 475 per cent in tractive ability.

The tests also showed that natural rubber is 10 per cent to 50 per cent superior to cold synthetic rubber for stopping and traction on snow and ice, although synthetic is about 7 per cent superior to natural rubber in cornering speed on ice. The most widely used tires, on passenger cars in the low-priced field, and those now being made for all cars, have treads that are all or part cold synthetic. They do wear better, but their traction on snow or ice averages about 35 per cent less than natural rubber. Truck tires need and have more natural rubber.

The special "winter" tires are divided into three types—(1) those with specially impregnated treads containing "breakout" material such as sawdust, peanut shells or salt; others have steel wool or chips or steel coils embedded which is intended to be "abrasive"; (2) surface treatment of treads consisting of multiple lacerations, knife or saw cuts; and (3) various kinds of knobs, studs, lugs and ribs.

How Figures Were Based

Averaging test results of all types on both glare ice and loosely packed snow, for stopping, turning, and forward traction ability, the engineers established a system of "rating" the over-all performance of each type of equipment. In all cases comparisons were made with a conventional rib-type tread of natural rubber, and a duplicate tread of cold synthetic rubber. Results of the conventional natural rubber tread were considered the standard or baseline for comparative purposes and it was rated at 100.

The "performance summary," or a "composite rating" for all winter surfaces, follows: Conventional natural rubber tires, 100; conventional cold synthetic tires, 89; winterized tires, 108; mud-snow tires, 113; winterized mud-snow tires, 126; tire chains on ordinary conventional tires, 286.

On some tests, and on some surfaces, the committee found, some of the winterized tires actually were inferior in performance to regular tires.

The average results in terms of actual braking distance in feet, as well as pulling power, are graphically shown in the accompanying chart. Studying that, and the committee's "Tips" on safe winter driving, will save you a lot of trouble—and maybe your life.

Wet Ice vs Dry Ice

Drivers must realize, however, that changing temperatures or sunshine make a big difference, as much as 130 per cent, in skid distances on ice. At 4 degrees below zero, for example, tires without chains may stop in about 110 feet; but the same car, at the same 20 m.p.h. speed, takes about 250 feet on the same ice at around 30 degrees above zero. This variable has led many a driver to disaster. He thinks he's pretty skillful, after no trouble on near zero ice, only to lose control a little later. When the sun comes out, for example, and puts a moist film on the ice or hard-packed snow, then look out. This, engineers point out, is another reason for chains during severe conditions. Their performance is comparatively consistent from zero to melting point on ice or snow.

The special winter tires were not tested on hard-packed snow. That will be done in official tests this winter. Previous committee tests showed that regular tires skid about 75 feet or more on traffic-packed snow at 20 m.p.h. after brakes are applied, and tire chains about 40 feet.

The tests also showed that cars with hydraulic or fluid drives have certain advantages over conventional gear shift cars in stopping on snow and ice.

With the conventional clutch and transmission on wet ice, which is extremely slippery, a hard brake application can lock the rear wheels just long enough to stall the engine, which will hold the rear wheels in a locked condition and may cause the car to go into a dangerous spin. This accidental stalling of the engine is not likely to occur with a hydraulic or fluid coupling, and if it should occur, will not lock the rear wheels.

The Committee on Winter Driving Hazards is made up of recognized authorities in the fields of scientific research, traffic engineering and law enforcement, automotive engineering and public safety education. They are concerned with fact that winter death rates are from 24 to 53 per cent higher than summer rates in northern half of the country, and from 5 to 33 per cent higher in the southern half.

Overweight Trucks Will Unload in Utah

The Utah State Tax Commission and the State Road Commission have warned that trucks apprehended in the state for carrying loads in excess of weight limits will be ordered to unload on the spot. The policy will begin in the near future, it was announced.

Unannounced road blocks have been utilized by the road commission in the past, and trucks have been weighed on portable scales. However, trucks have not been required to unload.

The road commission says its new policy of shedding excess loads on the spot will get underway as soon as adequate provisions have been established for storing goods moved off trucks.

Labor's Problems Are Analyzed

MOBILIZING defense manpower during the emergency period and maintaining proper labor standards were the themes of the Seventeenth Conference on Labor Legislation which convened in Washington, D. C., November 28-December 1.

The three-day conference was attended by Governors' representatives from state labor departments and by representatives of organized labor from all the states and territories.

Following preliminary addresses the conference named five working committees which made studies of various problems of the conference and reported back to the plenary session for final action.

Many Prominent Speakers

Speakers at the conference included Labor Department officials; Secretary Maurice J. Tobin, Robert C. Goodwin, Executive Director of Defense Manpower, and William L. Connolly, Director of the Bureau of Labor Standards; Oscar Ewing, Federal Security Administrator, and Miss Frances Perkins, former Secretary of Labor who inaugurated the labor conferences of 1933.

The conference on its final day took action on the reports of its five working committees and on a series of resolutions offered for consideration.

Eighteen resolutions were adopted by the conference covering a wide variety of subjects. Chief actions approved included the following:

- reaffirmation by the delegates against restrictive labor legislation by the states.
- strong condemnation of the so-called Knowland amendment to the recently adopted Social Security amendments.
- recommendations concerning legislation on a national scale protecting health of workers in view of possible atomic attack or serious sabotage.

Seventeenth Conference on Labor Legislation Puts Best Heads in Labor Field to Work On Subjects Vital to Best Worker Interests

- recommendation that the Federal Conciliation and Mediation Services be returned to the Department of Labor.
- recommendation that social welfare benefits to workers be continued in event of a recall to military duty.
- condemnation of insurance lobbies in relation to disability activities.
- recommendation that utilization of wartime manpower be centralized in the Department of Labor.
- recommendation that labor standards be maintained in the defense emergency and that women not be discriminated against.
- recommendation of legislative aiding of handicapped workers.
- recommendation that barriers be removed that impede aging workers from getting useful and remunerative jobs.

The recommendations in the resolutions came after discussion and study by the conference. Five working committees brought reports to

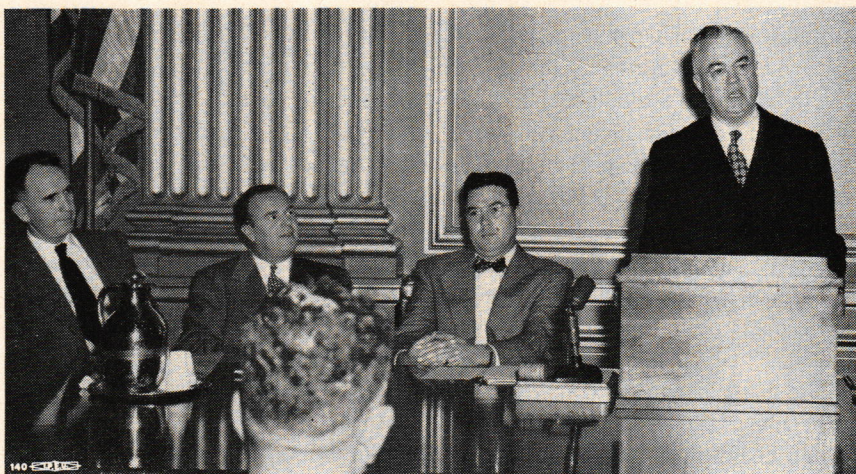
the conference for action. The five committees were:

- Committee on Labor Standards and Working Conditions
- Committee on Industrial Safety and Health
- Committee on Special Problems of Women and Young Workers
- Committee on Training
- Committee on Recruitment and Utilization

When the committee reports were brought in and presented, the conference discussed the points advanced and in some cases modified, added to or changed the recommendations of the committee before final adoption.

Wage Boost Recommended

The Committee on Labor Standards and Working Conditions brought in a number of recommendations which were adopted by the Conference. Included was the recommendation to boost the minimum wage from 75 cents per hour to one dollar. A set of "minimum stand-



Oscar Ewing, Federal Security Administrator, speaks to conference. At far left is R. C. Goodwin, Defense Manpower Director. Seated also are Ralph Wright, left, and Robert T. Creasey, Assistant Secretaries of Labor.

ards" of work and working conditions were also approved.

The committee in its report said, "In the present critical defense period they (sound labor standards) are essential tools for obtaining the maximum efficiency of the labor force necessary for the long pull ahead in the production of urgently needed defense materials and civilian supplies. This committee believes that the defense program can best be served and maximum production achieved at this time, not only by maintaining existing labor standards, but by a vigorous program to improve working conditions through the strengthening of labor legislation and its administration."

The conference unanimously approved the report of the Committee on Industrial Safety and Health. This committee brought in a series of recommendations covering the whole field of safety and state-national cooperation to improve safety programs. The committee observed that the "same degree of attention is not being given to conserving manpower" as is being devoted to raw materials, "yet manpower is the most critical material of all . . . conservation of our limited manpower is a must and any delay in taking action on this program can have far-reaching consequences."

Manpower Waste

This committee drew attention to the accident waste of manpower and said that in 1949, a total of 39 million man days of working time were lost. In that year, the latest for which figures are available, 15,000 lives were lost, 1,600 persons were made permanently disabled and 80,000 were partially disabled permanently.

A general tightening up was recommended in the field of safety in the interest of manpower conservation.

The need for more women in the labor forces was recognized by the conference in its consideration of the report of the Committee on Special Problems of Women and Younger

Workers. The recommendations, adopted by the whole conference, included maintenance of standards of work for women, a basic 40-hour work week, no discrimination on basis of age, sex, race, creed or color, and consideration for "off the job hours."

Referring to younger workers, the committee while reviewing the needs of younger workers cautioned against premature use of them, saying, "To let them (younger workers) rush into jobs to produce an ounce of service now at the cost of a pound of contribution in the future would be a costly blunder." Child labor standards must be maintained, said the conference.

Migrant Workers

A forecast of findings and recommendations of the President's Committee on Migrant Labor was made in a recommendation asking that migrant workers be given benefits and services which they are now deprived of under present laws.

Marked expansion in training and apprenticeship programs was urged by the Committee on Training in its report as adopted by the conference. This committee referred to an all-out emergency or a 10- to 15-year period of "semi-emergency." The committee urged the promotion of apprenticeship on the basis of voluntary cooperation between labor and management, but that "resort to the national service act be avoided at all costs."

Apprenticeship was hailed as the "keystone of national production," whether in normal or emergency situations. The program should be broadened and labor, management and public agencies, both state and Federal, should advance the program to the maximum. This would be one of the greatest contributions which can be made in the defense effort, reported the committee.

The Conference recommended a return of the employment service to Federal control. At the present time the system is administered on a state basis. This recommendation

caused more discussion than many others and came to the conference with three members dissenting from the recommendation.

In addition to the formal reports of the committees, a number of informal reports were made from the floor on the status of various types of legislation. These reports were made by state labor commissioners and labor union leaders who were delegates to the conference.

Jams in Garment District Broken

When the trucking industry connected with the garment industry of New York City was faced with a problem, it solved it with straightforward speed and dispatch. City officials are said to be well pleased with the "voluntary regulations."

The situation was brought to a head when, in order to alleviate the traffic conditions in the center of the garment district, the City Traffic Commission issued an order banning all trucks more than 33 feet over-all from the district.

Immediately a large number of trucking firms swarmed into the offices of the Commission with protests. "Let us solve this problem ourselves" they said. "We can remedy the situation to the satisfaction of all concerned without hurting anyone's interests."

Pending a trial, the Commission postponed enforcement of its order. Word of the voluntary regulations was passed around among those intimately concerned with the work in the eight-block-square garment district. Now wastepaper pickups are at 6 a.m. until 10 a.m. Tractor-trailer units go into the area at 7 a.m. and are out by noon. Express trucks start deliveries at 9 a.m. and dyers' trucks do not enter until 11 a.m. Railroads and carloading companies do not send trucks in until 2:30 p.m. Plant managers are being asked to expedite elevator handling of freight and everything possible is being done to get trucks into and out of the garment district in a hurry.

Heidt Prize Won by Teamsters

TWO ex-members of Teamsters Local 705, Chicago, won the \$5,000 Grand Prize in the year-end finals of the Horace Heidt "Youth Opportunity Program" broadcast over the CBS network from Uline arena in Washington, D. C., before an audience of 10,000 people.

Rudy Varju and Lee Jenner, both 23 years old, both ex-servicemen and both former Windy City Teamsters, captured the fame and prize money by their excellent harmonica duet in competition against the cream of the nation's talented youth on December 10.

At the beginning of 1950 both were pushing their rigs around Chicago. Varju had his own truck while Jenner worked for Mohawk Cartage Company, where he had established a three-year no-accident safe-driving record.

Their success story began 12 years ago when the two met at the Lincoln Park branch of the Chicago Boys' Club, where they took part in amateur theatricals. Their first act was a quintet. The quintet shrunk to a quartet. Six months later it was a trio and, eventually, only Varju and Jenner were left as a twosome.

When they finished Waller High School, both went to work for a Chicago newspaper, though in different departments. When the war came, both went into the Army. Varju went into the 85th Infantry and fought through Cassino and up the Italian coast. Jenner served with the 69th Infantry.

As the war ended, they returned to Chicago and resumed harmonica playing. Nighttimes they played small clubs and theaters and entertained at union meetings.

Last February the Horace Heidt show played Chicago and, after auditions, they were selected to compete there. They appeared on the Sunday night broadcast and scored an immediate success. They won

Ex-Members of Chicago Local 705 Capture Year-end Grand Award in Finals Broadcast From Nation's Capital with Harmonica Act



Rudy Varju and Lee Jenner hit high note during contest finals.

seven weeks in a row and, in April and May, when Heidt's troupe went overseas to entertain the troops, Varju and Jenner went along. Because they made such a tremendous hit with the troops, Heidt made them permanent members of his troupe and they have since crossed the nation twice on tour.

Mrs. Barkley Speaks

Guest speaker at the national finals held in Washington was Mrs. Alben Barkley, wife of the Vice President. Col. Eddie Eagan, chairman of the New York State Athletic Commission, and Col. Henry J. Amen, commanding officer of the Bolling Air Force Base, which sponsored the finals in Washington, were also speakers. Col. Eagan presented the winners with their checks in behalf of Alfred E. Lyon, chairman

of the board of Philip Morris and Co., sponsors of the Heidt show.

Jenner and Varju have now built up a repertoire of more than 400 classical and popular numbers. They each have 30 special harmonicas, some of which they acquired in Europe during their tour of entertaining. Their joint collection is valued at about \$8,000. Not content with the best they have been able to find to date, the two have now begun to build their own harmonicas in order to achieve special effects and certain notes.

Both Jenner and Varju are married, and the Jenners have two children, Danny, 3, and Bonnie, 2.

The two ex-Teamsters intend remaining in show business and they will use the \$5,000 for further training and study in all phases of their new-found profession.

EDITORIALS

The New Year

The year 1951 will be one of crisis and danger to the working people of the world. As 1950 drew to a close it was evident that the old year was expiring on a note of conflict and bloodshed.

The great hope for peace which comes at Christmas time was dissipated by the dramatic turn of events in the Far East. With armed conflict in one sector, guerrilla warfare in another, threats to the peace in others, it was anything but a happy finale for the old year.

It is hoped that a better understanding can be reached in 1951 between East and West than was achieved in 1950. Peoples and nations are different—they look at things differently and see different values in various ideas and ideals. But these differences should not be the cause of bloodshed. We need more understanding for in better understanding can develop a mutual faith and confidence.

Faith in the hope for better things in the new year is shaky as 1951 begins unrolling, but faith is what we must have to endure the stresses brought on by the events of the past few months.

Trucking and the Emergency

THE INTERNATIONAL TEAMSTER has pointed out that the trucking industry was ready for the burdens imposed on it when the domestic production program was stepped up last year. Since that time it has become apparent that trucking will play an increasingly important role in the continuing emergency in which we unhappily find ourselves.

The trucking industry will not only be regulated but will be controlled by the Interstate Commerce Commission and the Office of Defense Transportation during the present emergency. The industry's experience under these two agencies during the last war was not very satisfactory. It will require vigilance and effort on the part of the Teamsters Union to insure that the proper and efficient controls be applied to our industry to keep it in full operation. Due to the lack of any centralized authoritative voice for the management of this industry, the added duty of defending the industry from the attacks of the railroads and other competing transportation agencies again falls on the Teamsters.

In an era of treachery and sabotage, the trucking transport system becomes doubly important, because it is one form of transport which cannot be blasted out of operation. Our great system of public highways provides the thoroughfares for truck operations. Traffic bottlenecks such as marshalling yards and key bridges are vulnerable to possible enemy attack in our railroad transport system. Such vulnerability does not exist regarding trucking.

But trucking depends on our highways and their proper maintenance and construction. We have pointed out in past issues the shortcomings of the interstate highway system which is the most important part of our road resources. Unfortunately this very system is said by the President in a report to Congress to be our most obsolescent part.

Of the many steps which should be taken by the Federal and state governments in motor transport which have immediate vital effects on our business and hence on our national defense, two would seem to have high priority: an improvement in our highway system and a standardization of load and weight limits, 22,400 pounds load per axle.

The need for fixing up the roads needs little discussion. On the weight limitations we find wide disagreement. Many states have archaic laws. These should be brought up to date. An agreement on uniform weight and load limits would go far in telling the trucking industry what it can and cannot do.

These two steps are of the utmost importance. Trucking wants to do its job, but it needs to have a well-rounded situation in which to operate effectively to do the kind of job which the times demand.

A Fateful Congress

The new Congress began its sessions early this month. This Congress will be a fateful one, for it is beginning its life in one of the most critical periods of the nation's history.

There will be a number of new members in this Congress. They will have much to learn before they can carry their full share of the legislative burden which their election victories entitled them to bear. But in a time of crisis in which we find ourselves, we can rest assured that all members are patriotic Americans who

desire peace and stability and will work for peace with all their force and abilities.

This year will bring new problems and an intensification of old ones. On the international front there is the problem of conflict and the efforts toward world peace. On the home front there is the problem of inflation and the threat to our stability. These are the problems which challenge the best which any can give—these are the problems which make the 82nd Congress a fateful one in many ways. We hope the new Congress can find the sure path to peace while at the same time protecting our rights and liberties and retaining our economic stability.

This big order is one which will engage the greatest energy, perservance, intelligence and loyalty of all.

A Big Job

The President recently named the membership of the Wage Stabilization Board which is part of the industrial mobilization organization.

The new wage board has representatives of the American Federation of Labor, the Congress of Industrial Organizations, and the National Association of Machinists from the ranks of labor. The board which is headed by Cyrus Ching of the Federal Conciliation and Mediation Service has two industrial or employment group representatives and two representing the public.

This board has a big job, a highly responsible job. The board will be the guardian of the fate of labor and labor's standards in the months to come. The problems confronting this board will be many and complex and the solutions will be by no means simple.

The Safety Challenge

The new year brings a new challenge—or perhaps it might be said a series of challenges in the interest of improved safety practices.

Three main areas are reported as the main sources of most of the accidents that befall modern man: the home, the factory and the highway.

The National Safety Council continually warns us of the many possibilities of accidents in the home. Yet year after year there are far too many casualties around the average household.

A concerted drive is being made to lower the accident record in factory and plant. New safety devices are being installed and safety programs are the rule these days rather than the exception. The Government is participating in these efforts through its safety conferences and through the work of the Bureau of Labor Standards of the Department of Labor.

The nation's streets and highways continue to take a far greater toll than the growth in traffic would seem to justify. Traffic congestion is increasing, particularly

around our great urban centers. Speeds are increasing and, regretfully, apparently carelessness is increasing.

Carelessness, in fact, is the great common denominator of most accidents. Whether it is plant, home or highway, we can not be too careful. Let's all try to meet the challenges of better safety and make 1951 a far better year in safety than was 1950.

A Promising Beginning

A year ago THE INTERNATIONAL TEAMSTER described the origin and the beginning of the International Confederation of Free Trade Unions. This world agency was begun in an effort to weld together the union movements of the free countries of the world.

During its first year the ICFTU has made a most promising beginning. It has been active in calling attention to the dangers inherent in the Communist attempts in various spots in the world. It has, through its representation, helped to build a sense of unity and kinship among the free nations.

The ICFTU has a big job ahead. The American Federation of Labor has been helpful and will continue to be. May the ICFTU have a long life of useful service to the free labor movement of the world—in the critical days ahead that service will be needed more than ever.

Trouble Spots

With the turn of events in the Far East going against the free nations, it is well to look at some of the trouble spots which engage the attention of both the free and the Communist world.

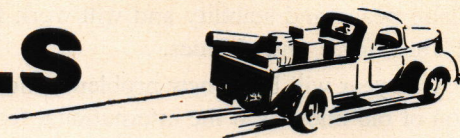
The European Cooperation Administration calls attention to two areas which are fields of conflict in the realm of ideas and ideology—Thailand and Indonesia.

Thailand, not quite the size of Texas, is one of four countries where the Marshall Plan is beginning to function in the Orient. The Thai Labor Union organized nearly three years ago has some 40,000 members and may be admitted to the ICFTU this year. A rival union with a slightly larger membership is affiliated with the World Federation of Trade Unions, a Soviet-dominated group.

Thailand is a battleground of ideas and the labor leaders of the world hope that the pro-West labor unions will gain the mastery.

At a time when the situation for free people is of the utmost seriousness, it is hoped that labor unions will make headway in bettering the conditions of the people and that an understanding of freedom and its meaning will win dominance in these two troubled areas of the Orient.

SHORT HAULS



Labor Union Official Is Named to Defense Post

The first man to be appointed to an administrative post in the defense program is P. L. (Roy) Siemiller of Chicago, a vice president of the International Association of Machinists.

Siemiller was sworn into office in late November as director of manpower for the Defense Transportation Administration. He will be responsible for the manpower requirements and deferments of most of the transportation industry which comes under jurisdiction of the Defense Transportation Administration.

New Public Affairs Book Exposes Railroad Monopoly

Some enlightening facts concerning the grip of the railroad monopoly in the United States are revealed in a new book by John G. Short writing for the Public Affairs Institute.

The book is called "The Railroad Monopoly" and is divided into three principal parts: "Banker Control of Freight Rates and Passenger Fares"; "The Railroad Lobby" and "The Remedy." Added to the 168-page discussion portion of the book are added several appendices of some 75 pages.

This book is not light bed-time reading, but it has a wealth of information for anyone who wants to know something about one of our main transportation problems and what the railroads are doing for themselves quite apart from the effect it might have on the country.

Federal Laws and Agencies Subject of New Pamphlet

The Department of Labor has recently issued an informative 99-page bulletin on "Federal Labor Laws

and Agencies" which every local may want to have in its library. This publication is called "A Layman's Guide" and sells for 30 cents from the Government Printing Office, Washington 25, D. C. (no stamps).

The booklet has a breakdown of various phases of labor legislation: labor information; labor management relations; wages and hours; Social Security; employment security; job training; veteran's employment, and workman's compensation.

Great Hydro Projects Now "Out of Bounds" to Tourists

One of the by-products of the war situation in the Far East is the tightening of security restrictions around some of the nation's hydro-electric developments, many of which are meccas for sight-seers.

The new giant Bonneville Dam, 42 miles east of Portland, Oreg., is now "out of bounds" to travelers under the new regulations. It is estimated that 600,000 visitors come to Bonneville yearly.

Bonneville is one of the nation's primary power plants supplying energy for many defense industries, particularly in the field of light metals and atomic energy. Damage through sabotage to Bonneville putting it even temporarily out of commission could be a major calamity. The Government, therefore, is taking no chances.

Living Costs Reach An All-Time High, Says BLS

An all-time high in living costs was reported on November 29 when the Department of Labor's cost of living index hit 174.8 as reported by the Bureau of Labor Statistics. The figures reported in November covered the cost of living as of October 15, the date on which the prices

were checked by field officers of the Department. The increase from the September 15 figure was six-tenths of one per cent.

Dun & Bradstreet also reported that the wholesale food price index rose four cents to \$6.67 for the week ending November 28, an increase of 19 cents within the previous six weeks. This index is based on 31 foods in general use by American families.

The BLS cost of living index indicated that house furnishings were up 2.3 per cent; apparel 1.5 per cent; food up 12 per cent. Egg prices were up 7.4 per cent; dairy products 2.9 per cent; fruit and vegetables 1.3 per cent; coffee 2.1 per cent; fish 5.6 per cent. The food record is still 3.6 per cent under the all-time food high of 216.8 per cent reached in July, 1948.

Noble Steed Shows Decline In Wake of Mechanization

The decline of the horse in modern military affairs was shown recently when the United States Army notified the National Horse Shows Association that it could not longer participate in public horse shows and other equestrian activities because suitable mounts are no longer available.

The Army told the Association that "horsemanship and related subjects have now been dropped from the training programs of the Army."

The decline in use of the noble steed has been going on at a rapid rate for some years. By June 30, 1944, all horse-drawn field artillery units had been motorized. The last unit to turn over its mounts was the 129th Cavalry Squadron at Fort Riley, Kans., in December, 1944. The Army reported it had only 327 horses in the U. S. The constabulary in the American zone in Germany has 400 horses.

ICC Clarifies Turnpike Usage for Motor Carriers

The Interstate Commerce Commission has issued clarification of its original notice, issued in 1941, authorizing the use of the Pennsylvania Turnpike by certificated carriers. The Turnpike has now been extended eastward to King of Prussia near Philadelphia and the extension roughly parallels all or portions of U. S. Highways 30, 230, 322, 422 and Pennsylvania Highway 23.

Without obtaining prior authority, carriers are now permitted to use portions of the Turnpike parallel to these other routes subject to the following conditions:

(1) The carrier must give notice to the Commission by letter showing its present route and the points between which it intends to use the Turnpike;

(2) It must state that the carrier will continue to furnish reasonable and adequate service at points on other routes which the carrier is authorized to serve;

(3) The right to use the Turnpike as an alternate route shall continue only so long as the carrier is entitled to use portions of highways parallel to the Turnpike while performing service authorized under the Interstate Commerce Act.

If a motor carrier is authorized to operate within or through Pennsylvania over irregular routes, no specific authority is required from the Interstate Commerce Commission to use the Pennsylvania Turnpike in performing the authorized service.

NSRB Issues Booklet on Atomic Attack Survival

Members who read the article in last month's INTERNATIONAL TEAMSTER on civilian defense in atomic attack, will be interested in a new booklet which has just been issued by the National Security Resources Board.

The new booklet is a 32-page pub-

lication entitled "Survival Under Atomic Attack" and is available for ten cents from the Government Printing Office, Washington, D. C., for a dime (no stamps).

The new booklet gives directions on the best ways and means to live through an attack by an atomic bomb, but warns that there is practically no way of surviving if you are in a direct-hit area. The booklet also debunks some of the extravagant super-scare talk about a bomb which will destroy the earth.

The NSRB is hoping that this booklet will have a wide sale and distribution.

World Labor Problems to Be on 1952 ILO Agenda

Major problems of world labor will be on the agenda of the 1952 International Labor Organization Conference, according to plans made in November by the governing body which met in Brussels, Belgium.

The governing body put on the provisional agenda such items as the health of workers in dangerous trades, reduction of working hours as a result of increased productivity, regulation of employment of young persons in underground coal mines, and conventions which are pending for further discussion as the result of consideration in 1950.

The ILO has been developing studies on a wide field of workers' conditions through committees which have been meeting in various parts of the world during 1950. The ILO works one year ahead and is now planning the 1952 meeting.

New Film on Aging Made By Canadian Film Board

Canadian members of the International Brotherhood of Teamsters will be interested in a new film available from the National Film Board, Ottawa.

The new picture, "Date of Birth," was made for the Department of Labor and treats of the problem of

the older worker and employment. The film is part of the Department's educational campaign in the interest of the aging worker in the Dominion.

"The film 'Date of Birth' was designed to bring before employers and responsible citizens the true facts concerning older workers — their desirable qualities as workers, and the economic necessity of keeping employed this important segment of our population which number about one-third of our population," said the Minister of Labor in an announcement on the film.

Defense Manpower Problems Discussed

In some communities where there are tight labor markets, area committees will be set up shortly to solve defense manpower problems. One policy recently announced in Washington is that of facilitating the placement of defense contracts in areas with labor surpluses.

Secretary of Labor Maurice Tobin at a press conference this month stated that laws now on the books are adequate to meet over-all manpower problems at this time. Other points he made: The policy of the Labor Department is "to procure whatever manpower is necessary to the defense of our country, and to make full utilization of our labor." Although there have been predictions to the contrary, the Labor Department does not expect serious or general unemployment to result during the transition period to greater defense production. There will inevitably be some dislocations. A maximum increase of 5½ million in our labor force, bringing it to about 70 million military and civilian, is possible although all may not be needed. Increases will be sought through use of handicapped, minorities, older workers, and drawing women into the labor force as jobs develop.

Voluntary methods worked well during World War II, and mandatory measures have not even been discussed.

THE TEAMSTER LOOKS AT WORLD TRANSPORT



Arctic Transport

THIS month's cover shows an Arctic dog team in action. This photograph is not a throw-back to some old-time form of transportation, for the use of dogs in the Far North is as modern as today. Dogs are still a popular and useful form of transportation in most of the frigid areas of the world.

Recently in one of our great national parks in the Western Rockies the Park Service returned to the use of dogs for winter transportation after a period of using modern snow-crawler type tractors. Dogs proved more efficient in the difficult snow-covered terrain.

The Arctic dog is said by experts to be the most useful of all the work-dogs. He is courageous, loyal and has great ability in endurance in adverse weather. The three principal breeds are the Eskimo, the Alaska Malamute and the Siberian Husky. There are differences in the breeds, but they all have certain common characteristics which make them admirably adapted to the difficulties of frigid weather and difficult terrain.

Arctic dogs are used in transport in Alaska, Northern Canada and other northern areas for ordinary freight hauling by woodsmen, trappers, prospectors and the like. They are also used by the Royal Canadian Mounted Police, traders and explorers.

Data varies as to how much a dog can haul, how fast and how far in a day. The average heavy load can be taken along at two to four miles an hour with speeds much greater under ideal travel conditions. Each team of three to eight dogs can pull double its weight without apparent difficulty. Sixty miles a day is not an uncommon coverage for a dog team.

Despite the invasion of all the modern transportation devices man has developed, he still utilizes with great success and satisfaction a form of transport which has been in use for some two thousand years—the dog team.



Mobilization Pace Is Stepped Up

The machinery of industrial mobilization was geared up in December with the appointment by President Truman of the complete personnel of the wage stabilization board and the naming of the price control chief.

The new price control head is Michael V. DiSalle, former mayor of Toledo, Ohio. He was named by the President as the opposite number of Cyrus Ching, chairman of the Wage Stabilization Board. Each of these two officials head up units serving under Alan Valentine, Economic Stabilization Administrator.

Under the Defense Production Act of 1950 passed by Congress last summer, wages and prices are tied together. If one is regulated or brought under control, the other must also be controlled.

When the President named a chairman of the Wage Stabilization Board, he called on Cyrus Ching and asked him to take a leave of absence as director of the Federal Conciliation and Mediation Service. Ching will remain with the board until it is fully organized.

Members named to serve with Ching include two labor members, two public members and two from industry. Labor members are Harry Bates, president of the AFL Bricklayers and Emil Rieve, president of the CIO Textile Workers. Public members are two professors who have been identified with labor problems: John Dunlop of Harvard University, and Clark Kerr of the University of California. The two industry members are J. Ward Keener, vice president of the B. F. Goodrich Company, and Henry B. Arthur, of Swift and Company.

By early December the board had met a few times for purposes of organization and outlining the general procedures to be followed on an "if and when" basis—if and when the President would impose price and wage controls.

LABOR DECISIONS

THE INTERNATIONAL TEAMSTER, in reporting decisions of the National Labor Relations Board, state and Federal courts, is providing the membership with general information. These data are not to be taken as legal advice, but merely factual reports on cases involving labor.

No Secondary Boycott Found in Case Involving Teamsters' Union

The secondary boycott provisions of the Taft-Hartley Act are the subject of considerable labor-management litigation. One of the more recent cases, decided by the National Labor Relations Board November 28, 1950, concerns a Teamster Union, Local No. 878, and an express motor carrier.

Here are the facts in the case between Local No. 878 and the Arkansas Express, Inc.:

On February 6, 1950, the union called a strike and started picketing the expressway terminal. The company replaced the strikers and asked other carriers to continue shipments. The union brought pressure on other companies to boycott Arkansas.

The carrier on February 20 obtained an injunction directed against the other carriers and their employees but not against the Teamsters' Union. The injunction restrained the other carriers and their workers from refusing "to conduct business relations with Arkansas and from refusing to accept freight shipments from Arkansas and to deliver freight shipments to Arkansas for transportation."

The union thereupon modified its demands on the other companies by permitting them to use managerial and supervisory personnel to accept freight from Arkansas and store it on their docks. The union insisted that no rank and file members of other companies handle freight. The effect of this was to pile up freight and continued unchanged until

March 12 when the union members voted to handle Arkansas freight.

According to the NLRB the question raised was whether the union induced the employees of other carriers to refuse to handle Arkansas freight. It seems that the dock foremen of secondary carriers were told by union representatives that Arkansas cargo was "hot."

Of this the Board said: "The inducement of these individuals, therefore, was inducement of managerial personnel, or of secondary employers, rather than of employees within the meaning of Section 8(b) (4) (A)."

The Board discussed the authority of Gill and Pepper, dock foremen, and said the evidence indicated that they were clearly supervisory and the fact that they were also union members did not change the Board's opinion.

An alleged threat against other carriers by the Union was discussed by the Board which said: "Unquestionably the employees of all the secondary employers in Little Rock were aware of the Respondent's (union) unconcealed strategy of bringing pressure upon the employers to cripple Arkansas' extensive business, even to the extent of threatening to strike the other carriers. Certainly the Respondent's agents could legitimately discuss this planned activity—itsself lawful—with the members at union meeting. We deem it immaterial, therefore, whether or not in fact the strike threat was overheard by the rank and file employees."

The General Counsel of the Board attempted to show that certain acts not in themselves inducements were sufficient to bring the conduct of the union within the prohibition against secondary boycotts. With this view the Board did not agree and said:

"We have carefully weighed these facts in the light of the record as a whole and conclude that they are insufficient to satisfy the burden of preponderance of the evidence required to support the unfair labor practice allegations of the complaint. They may give rise to an aura of suspicion. And yet each of these facts is perfectly compatible with a plan, asserted by the Respondent (union) of exerting pressure only on the secondary employers. Merely because the Respondent achieved legally results which could also flow from unlawful acts, we are asked to find that it slipped into the prohibited area. We cannot do so on the basis of insubstantial evidence presented here."

Virginia Picket Section Held Unconstitutional

State anti-picketing laws have been the subject of considerable legislation since the general movement to restrict labor's rights to express itself began a few months ago. Many of these laws have been put on the statute books as "little Taft-Hartleys" and some were passed before and some since the Federal act was enacted.

In a recent case from Virginia, the Supreme Court of Appeals of that state held unconstitutional the state's anti-picketing law insofar as it applies to non-employees. The law was held unconstitutional as an abridgement of the constitutional right of free speech. In giving its opinion the court reviewed several cases which have come before the courts particularly the United States Supreme Court on the subject.

The facts of the Virginia case are these:

Two pickets patrolled the front of the Gem Theater in Norfolk bear-

ing signs saying that the theatre was a "Jim Crow" theatre. The pickets walked back and forth on a six-foot wide sidewalk and did not impede entrance or exit to and from the theatre nor bar passage by pedestrians. There was no strike at the theatre and no act of violence of any sort. The effect of the picketing was to cause the box office income to drop appreciably.

The pickets were arrested and convicted of violation of Section 3 of the state anti-picketing act aimed at non-employees. The question raised on the appeal: was the act an illegal restraint on the right of free speech as guaranteed by the United States Constitution? The court said "yes" and reversed the conviction. In delivering its opinion, the court reviewed the long history of state anti-picketing statutes and the Supreme Court opinions handed down in recent years.

Citing the *Thornhill v. Alabama* case before the U. S. Supreme Court, the Virginia Court pointed out that the Supreme Court had said it is the statute and not the accusation which may be made under it which determines the validity of the law. From the *Thornhill* case the court quoted:

"The power and the duty of the state to take adequate steps to preserve the peace and to protect the privacy, the lives, and the property of its residents cannot be doubted. But no clear and present danger of destruction of life or property, or invasion of the right of privacy, or breach of the peace can be thought to be inherent in the activities of every person who approaches the premises of an employer and publicizes the fact of a labor dispute involving the latter."

The Court cited a California case (*Carlson v. California*) in which an ordinance was held invalid on grounds similar to those invoked in the *Thornhill* case and the Supreme Court in the California case said, "But the ordinance here abridges liberty of discussion under circumstances presenting no clear and pres-

ent danger of substantive evils within the allowable area of state control."

A third case involving an Illinois statute was cited in which an injunction was permitted due to the fact that "violence was enmeshed" in the situation and therefore a different question was presented.

A fourth case, *AFL v. Swing*, a beauty shop case raised the question again and the Supreme Court struck down the prohibition saying:

"We are asked to sustain a degree for purposes of this case asserts as the common law of a state that there can be no 'peaceful picketing or peaceful persuasion' in relation to any dispute between an employer and a trade union unless the employer's own employees are in controversy with him."

It was held in the *Swing* case that such a ban would be illegal and "a state cannot exclude workingmen from peacefully exercising the right of free communication by drawing the circle of economic competition between employers and workers so small as to contain only an employer and those employed directly by him. The interdependencies of economic interest of all engaged in the same industry has become commonplace."

A 5-4 Supreme Court case involving the Carpenters was cited in which the Court said that "recognition of peaceful picketing as an exercise of free speech does not imply that the states must be without power to confine the sphere of communication to that directly related to the dispute."

In a *Bakery Drivers'* case against *Wohl*, the Supreme Court said that "one need not be in a 'labor dispute' as defined by state law to have a right under the Fourteenth Amendment to express a grievance in a labor matter by publication untended by violence, coercion, or conduct otherwise unlawful or oppressive."

The Supreme Court reversed a state court in an injunction case involving cafeteria employees in which a picket, not an employee, picketed

a place inferring that it was unfair to labor. The state upheld a conviction and when the Supreme Court reversed the decision it said workers had a right to "state their case and to appeal for public support in an orderly and peaceful manner regardless of the area of immunity as defined by state policy."

Other cases cited included a Missouri case, a Washington case, and another California case in which the injunctions were upheld. In each case, the Supreme Court said that state policy and the facts in each case distinguished it from the protections raised by the *Thornhill* and *Carlson* cases. The Virginia court also said that the doctrine of those cases has not been departed from by the United States Supreme Court. Attacking the Virginia statute and holding Section 3 invalid, the court said: "... (the statute) does not aim specifically, and exclusively at evils within the allowable area of state control, but includes in its broad sweep other activities that in ordinary circumstances constitute an exercise of freedom of speech or of the press . . . it readily lends itself to harsh or discriminatory enforcement."

NLRB Rules for Teamsters In Auto Franchise Case

A Teamster local has just won an important decision before the National Labor Relations Board in a case involving the question of Board jurisdiction and an automobile dealer.

The local union is No. 936, Tuscaloosa, Ala., and the employer is a franchise holder of the Chrysler Corporation.

This opinion is so important to our members who may be facing problems similar to that raised by No. 936 that the text of the NLRB decision is herewith published as released by the Board:

Upon a petition duly filed under Section 9 (c) of the National Labor Relations Act, a hearing was held before John C. Carey, Jr., hearing

officer. The hearing officer's rulings made at the hearing are free from prejudicial error and are hereby affirmed.

Pursuant to the provisions of Section 3 (b) of the Act, the Board has delegated its powers in connection with this case to a three-member panel.

Upon the entire record in this case, the Board finds:

1. The Employer is engaged in the business of selling and servicing automobiles at Tuscaloosa, Ala. It has a franchise from the Chrysler Corporation for the sale of Plymouth and De Soto automobiles. During the year preceding the date of the hearing, the Employer purchased more than \$168,000 worth of automobiles and automobile equipment, of which approximately 63 per cent was shipped to it from points outside the State. During the same period, the Employer's sales totalled more than \$223,000, all of which represented sales to customers within the State.

We find contrary to the contention of the Employer, that it is engaged in commerce within the meaning of the Act. In view of our policy as recently announced in *Baxter Bros.*, to assert jurisdiction over franchised automobile dealers, we find that it will effectuate the policies of the Act to assert jurisdiction in this case.

2. The labor organization involved claims to represent certain employees of the Employer.

3. A question affecting commerce exists concerning the representation of employees of the Employer within the meaning of Section 9 (c) (1) and Section 2 (6) and (7) of the Act.

4. The parties agree that a unit composed of all the employees in the Employer's service department, including mechanics, laborers, and the seat cover employee, is appropriate. There is disagreement, however, as to the inclusion of the service department manager and the parts man, the Employer contending that these individuals should be included and the

Petitioner contending that they should be excluded.

The service manager: This individual is in charge of the Employer's service department. He receives the automobiles that are brought to the department for repairs and servicing, makes out shop orders, and assigns work to the employees in the service department. The bulk of his time, however, is devoted to making repairs on cars and assisting the mechanics in their jobs. He has the authority effectively to recommend changes in the status of the employees whose work he supervises. We find that the service manager is a supervisor within the meaning of the Act, and we shall therefore exclude him.

The parts employee: This individual works in the Employer's parts department which is separated from the service department by a counter. His duties consist of receiving, selling, and keeping records of automobile parts and accessories, and of issuing parts to the mechanics in the service department. He also installs accessories on the cars of customers. About 80 per cent of the time the parts employee is devoted to issuing parts to the service department employees. In view of these circumstances and the fact that the parts employee and the service department employees together constitute their Employer's physical employees as distinct from the office and clerical employees and salesmen, we shall include the parts employee.

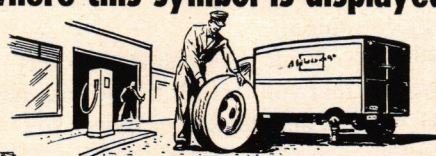
We find that all the Employer's service department employees, including mechanics, laborers, the seat cover employee, and the parts employee, but excluding office and

clerical employees, and the service manager, all other supervisors as defined in the Act, constitute a unit appropriate for the purposes of collective bargaining within the meaning of Section 9 (b) of the Act.

DIRECTION OF ELECTION

As part of the investigation to ascertain representatives for the purposes of collective bargaining with the Employer, an election by secret ballot shall be conducted as early as possible, but not later than 30 days from the date of this Direction, under the direction and supervision of the Regional Director for the Region in which this case was heard, and subject to Sections 102.61 and 102.62 of National Labor Relations Board Rules and Regulations, among the employees in the unit found appropriate in paragraph numbered 4, above, who were employed during the payroll period immediately preceding the date of this Direction of Election, including employees who did not work during said payroll period because they were ill or on vacation or temporarily laid off, and including employees in the military services of the United States who appear in person at the polls, but excluding those employees who have since quit or been discharged for cause and have not been rehired or reinstated prior to the date of the election, and also excluding employees on strike who are not entitled to reinstatement, to determine whether or not the desire to be represented, for purposes of collective bargaining, by International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers, Local Union No. 936, A. F. of L.

**ALWAYS BUY SUPPLIES
where this symbol is displayed**



Birth of Macadamized Roads

More Than Century Ago; John McAdam Pioneered Sturdy Roads by Insisting Workers Measure Stones with Mouths

"I BEG to observe that the object to be attained in a good road, as far as regards the surface, is to have it smooth, solid, and so flat as that a carriage may stand upright."

So said John Loudon McAdam, Scottish highway engineer who was born 194 years ago and from whose name is derived the word *macadam*. The year in which McAdam made the above observation was 1811; the place was the British House of Commons. He went on: "The observations I have made in a period of 26 years on the roads of the kingdom . . . and the opportunities I have had of making comparisons on the different materials and the modes of their application, have led me to the following conclusions. That the present bad condition of the roads is owing to the injudicious application of the materials with which they are repaired, and to the defective form of the roads."

McAdam's formula for a good road was that it be 10 inches thick, and that no stone in it weigh more than six ounces. He became so famous in his lifetime that the term *macadamized* was in common usage before his death in 1836 at the age of 81. His constructive criticism of the existing roads in England led to far-reaching changes in their construction and design, and to the gradual abolishment of the "turnpike trusts," which operated atrocious roads and charged extortionate tolls for the doubtful privilege of riding on them.

McAdam, who was not a trained engineer, developed his crushed-rock formula while serving as general surveyor for the community of Bristol.

In improving the Bristol roads, he often rode out to the sight of jobs unannounced to see that no rock weighing more than six ounces went into a road. If a workman was in doubt about a rock, he was supposed

to put it to his mouth; if he could get it in, the rock was all right to use; if not, it was to be discarded, or broken. McAdam once went into a rage when he saw a worker putting rocks twice the recommended size into a road, but he cooled off fast, and laughed uproariously, when the worker opened his mouth and revealed a cavern that probably was the size of Joe E. Brown's.

McAdam would not permit any admixture of earth, clay, or chalk with his roads. "Broken stone," he said, "will combine by its own angles into a smooth, solid surface that cannot be affected by vicissitudes of

weather, or displaced by action of wheels which will pass over it without a jolt and consequently without injury."

Word of McAdam's improvements to the Bristol roads soon traveled far and wide. He was a man of real vision who saw that England's industrialization could not proceed unless good roads linked the major cities. His "Remarks on the Present System of Road Making," published in London in 1823, made a great impression in the councils of government. Years later the British historian Trevelyan wrote: "Macadamizing was not only . . . a practical work of great public utility; it became the symbol of all progress and was used in common parlance for any aspects of the new age where improved and uniform scientific methods were in demand."

Why You Should Attend Union Meetings

Fraternity is a voluntary obligation of brotherhood, assumed by understanding individuals pledged to mutually safeguard and promote the welfare of each other. Nevertheless, there are too many instances where sincere and well intended obligations evaporate into the thin air only because some brethren do not give visual and active encouragement to the officers whom they elected to carry out their own primary responsibilities.

Encouragement is the greatest stimulant known to humanity. Surprising, but true, encourage an officer of the union to do something to enhance the progress of the union, and you will find him head over heels wrapped up in his undertaking. On the other hand, the lack or failure of encouragement often results in the abandonment or disintegration of a very worthy objective, and then generally a passive interest follows in all problems confronting the union.

Your presence at meetings means that you furnish the nourishment for encouragement. When you attend

your union meeting—and even if you did nothing else except just that—the officers of the union energetically sense the confidence imposed in them and give of themselves all the more, anxiously striving for successful achievements. Achievements are necessary in every phase of progress. It means growth, dignity and stability.

Show me a union where the attendance is good, there I will point out to you one that is growing, has dignity and possesses stability.

After all is said—what else is there that gives one more satisfaction than to boast of being a member of an outstanding union? If you attend your union meetings regularly you automatically make and become a member of an outstanding union.

Your obligation to brotherhood can best be served if you will attend and lend a fraternal interest in your union and its administration.

MOSS HERMAN,
*Milk Wagon Drivers & Dairy
Employees Union Local 584,
New York City.*



Happy New Year! Making any resolutions? Now's the time. New Year always seems like a clean new slate to me—all ready to be written on—and a chance to make the New Year better than the one before. Some of you will say, "I'm not going to make any resolutions—I always break them." Lady, never say die! Just because you didn't keep them in former years is no indication that you can't now. The point is—don't make too many. Pick out one cardinal "sin" to eliminate or one cardinal virtue to develop and concentrate all your effort on that. Stick to it just as long as you can and who knows! Next December may find that you've kept it all year long. Here's luck to you. Get out that old stick-to-itiveness and see what you can do.

Those Old Christmas Cards

By the time this magazine reaches you you'll be throwing away the Christmas greens and getting your household back to normal. Don't throw away your old Christmas cards. Hospitals, particularly children's hospitals, like to have them to make books for children. Many mission societies like to have them, too, to make scrap books for the children in mission settlements. You might buy some scrap books in the five and dime and have your children paste pictures from Christmas cards in them for distribution to hospitals. This would be performing a charitable deed and besides would give the children something to do on rainy days.

Books for Babies

And while we're speaking of making books—here's a little suggestion for making an inexpensive and nearly "indestructible" picture book for the baby who rips the pages out of every book you buy him. Buy a yard or two of unbleached muslin. Cut it to double page size and stitch several securely in the center. Then paste pictures of animals, children, flowers, etc., cut from magazines on your cloth sheets. The baby then can pull on the pages to his heart's content but will find they won't tear.



What's New Department

One of my Christmas gifts this year was a lovely box of note cards with pictures of roses in full color and this was the surprising part—they were rose scented. You might keep this in mind for a bridge prize or birthday remembrance. Makes a "sweet" gift for a very feminine woman.

Hearty Winter Recipes

In our recipe section this month we want to specialize in a couple of hearty winter dishes that will taste mighty good to that teamster husband of yours when he comes in from a long, cold run.

SPLIT PEA SOUP

- 1 lb. split peas.
- 2½ qts. water.
- 1 cup chopped onion.
- ½ cup diced carrot.
- ½ bay leaf.
- ¼ teaspoon thyme.
- 1½ teaspoons salt.
- ⅓ teaspoon pepper.
- 2 ounces bacon rind, one ham hock, bone or trimmings from ham or two frankfurters.
- 2 tablespoons margarine or butter.
- 2 tablespoons chopped parsley.

Wash peas, place in soup kettle, add water and soak overnight. Add onion, carrots, bay leaf, thyme, salt, pepper and bacon, ham, or frankfurter. Simmer an hour and a half or longer. Remove bacon rind, ham bone or frankfurters, strain and add diced meat from bone or thinly sliced frankfurters. Stir in margarine or butter. Garnish with chopped parsley. Serves six to eight.

OLD FASHIONED CHICKEN PIE

- One 5 lb. chicken.
- 1½ qts. water.
- 2 tsps. salt.
- ½ tsp. pepper.
- 1 cup cooked peas.
- Pastry (single crust recipe).

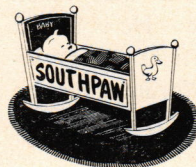
Cut stewing chicken into pieces. Cover with hot water, season, simmer till tender. Place chicken in baking dish. Cover with milk gravy made with chicken broth and stir in peas. Top with pie crust and bake in hot oven (425° F.) fifteen to twenty minutes.

New Kind of Doll

There's a new type doll on the market which you may keep in mind for your small daughter's or other's birthday. This doll, believe it or not, has a blank face. However a set of crayon comes with it especially suited to fill in her face. The results might prove most interesting and surely should be doubly amusing to a child.

Note for Mothers

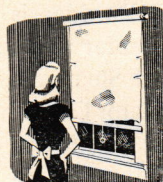
Pediatricians tell us these days not to leave it to nature whether your child comes to use his right hand or becomes a southpaw. Train the baby to r i g h t h a n d - edness while he's still in his bassinet.



No child is ever born left-handed. Don't make your training obvious or annoying, however. Don't grab a toy away from a baby who takes it with his left hand. Just be persistent in encouraging the use of the right hand. Train the child to feed himself with his right hand. When you hand him things, put them in his right hand. After a child has gone to school and been writing a year it's too late to try to change him over and may bring on other undesirable characteristics like stuttering.

New Use For Old Shades

Are you buying any new window shades for your home these days or switching over to Venetian blinds? If so, don't throw away those old shades. What I'm going to suggest is a little trouble, but if you've an



ounce of Scotch blood in your veins it's worth it. Soak your old window shades in hot water—rub and wash them. The stiffening will gradually all come out and you'll have lovely big pieces of cloth to use for dust rags or even good enough to use to line or patch with.

Thought for the Month

Ladies, our country is entering a very serious and critical period. We may be called on to make all sorts of sacrifices. Let's make them willingly and carry on our home life as cheerfully as possible. Let's do whatever is demanded of us with good will and a spirit of helpfulness, and, above all, let's maintain a happy childhood for those children of ours who shouldn't be robbed of the joys of childhood regardless of whatever trouble or inconvenience comes to our country or to our individual homes.

So long; see you next month.

New Congress Offers Labor Little Hope

(Continued from page 9)

Far less can be said about other former Representatives. One of labor's severest enemies, Francis Case, defeated his fellow Republican, Senator Chan Gurney in November. He has a record of conservatism in the House and was the author of the infamous Case Bill which was vetoed by President Truman. He is bound to carry forward his fight against labor in the senatorial forum where he may have far more influence than he did in the House.

Richard M. Nixon of California, defeated one of labor's strongest friends in the 81st Congress, Helen Gahagan Douglas. Nixon is a Herbert Hoover protege which indicates his general political philosophy. He has been a strong opponent of the entire Fair Deal and has centered much of his fire on charges of "socialism" and communism. He is not regarded as a friend of labor by any stretch of the political imagination.

Puzzling Floridan

George Smathers of Florida, is still a bit of an enigma insofar as his future career is concerned. Smathers, a Democrat, defeated Senator Claude Pepper, a veteran liberal and strong pro-labor Senator. The campaign in that state waged by the Smathers forces was said by many to be on a low order and it is hoped that Smathers will attempt to overcome much of the doubt which was raised concerning his general good will toward the general welfare. Smathers, in the House of Representatives, had a record of being on both sides of the Taft-Hartley issue. He is unpredictable, but many hope he will prove more useful in the Senate than his campaign speeches might have indicated.

Henry C. Dworshak of Idaho, Republican, has served in the House and in the Senate. There is nothing in his record to give encouragement to liberals. He is likely to prove in

the future just as he has been in the past—pro-isolation and pro-power trust. His father was a member of the Typographical Union, but his father's union affiliations apparently had little effect on the Idaho Senator.

Everett M. Dirksen, Republican, victor over Senator Majority Leader Scott Lucas in Illinois, was sponsored by the *Chicago Tribune* and other conservative forces in Illinois. He had served in the House of Representatives and proved to be a bitter enemy of any kind of emergency period controls. He is also an enemy of the Home Owners' Loan Corporation and in the Senate he is likely to follow the *Chicago Tribune* isolationist, real estate lobby line. There is no hope here for labor, observers say.

Among other new Senators there are some newcomers who have had no experience in the House or in the Governorship of their own state. Herman Welker, a Republican of Idaho, is quite an orator. He beat D. Worth Clark who in turn had beaten in the primary another famous voice, Glen Taylor, the cowboy crooner and vigorous pro-laborite. Welker waged a strong speaking campaign and in his small state he was able to reach most of the voters directly. He attacked the Fair Deal and Secretary of State Dean Acheson. Welker is a successful Hollywood lawyer and it looks as if he will add support to the forces of big business in the Senate. Bing Crosby came in from Hollywood and spoke for Welker.

John Marshall Butler, Republican, turned a political miracle in defeating long-entrenched Millard Tydings, chairman of the Armed Services Committee. Butler, when inter-

viewed by labor representatives on the Taft-Hartley Act, said he thought it was an excellent law. That shows how Butler feels, but then Tydings was not regarded as a fighter in labor's corner either.

The two large association men may well continue to represent points of view of their organizations. Wallace F. Bennett, Republican, defeated Senator Elbert Thomas, Democrat of Utah. Thomas was regarded as one of the ablest and most scholarly men in the Senate.

Bennett, a former National Association of Manufacturers' president, in his campaign blasted Thomas for his support of the Taft-Hartley repealer. The Utah campaign leaves little hope for any type of liberalism and Bennett's record will probably point up sharply the loss to the nation suffered when Elbert Thomas lost his fight for reelection.

Smooth Lawyer

Willis Smith, Democrat of North Carolina, is former president of the American Bar Association and defeated Senator Frank Graham in the North Carolina Democratic primary. The campaign against Senator Graham was nothing of which North Carolina supporters of Smith could be proud. There was a strong anti-Negro vote in the campaign. Smith is a smooth, able lawyer and if his campaign speeches are any criterion, little can be hoped for from his sector.

These then are the Senate newcomers—the 82nd Congress will soon show what kind of record these men will make for the issues will be many and the opportunity to show their political colors will come with frequency in the months ahead.

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MARCH OF DIMES

JANUARY 15-31

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Hand Tool Boasts Jaws, Versatile Cutting Device

Top features of a hand tool recently put on the market are jaws for crimping solderless terminals and a versatile cutting device. The tool is designed for attaching general-use terminals and connectors, commonly called "wire ends." It may also be employed in preparing wire by use of a guillotine-type cutting and stripping device.



Continuous Action Gives Versatility to Loadbinder

Because of its continuous action, a new loadbinder is a versatile tool in materials handling, with each operation of the handle taking up slack and tightening to desired tension.

Through this compound leverage, one man can exert up to 4,500 pounds of tension pull on chain without use of auxiliary equipment. The manufacturer's basis for guarantee against spreading is provided through clevis design, extra heavy alloy construction and drop-forged hooks with 360 degrees' swivel action.

The loadbinder is produced in six sizes, ranging in capacity from 3,000 to 30,000 pounds.

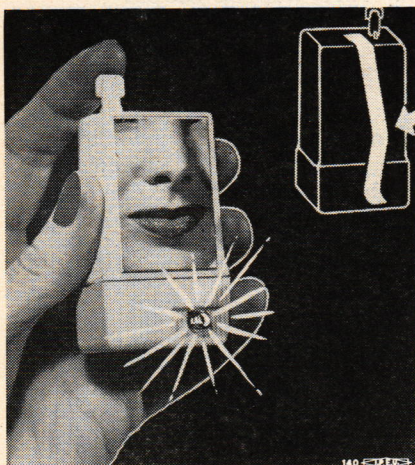


Dual Spotlights Are Soldering Gun Features

The manufacturer says dual spotlights on his new soldering gun eliminate troublesome shadows. The lightweight unit has trigger-switch control which adjusts heat to the work and does away with the need for unplugging the gun between jobs. Over and under terminals brace the tip and improve visibility, it is claimed.



Mirror-Flashlight Unit Clips to Clothing, Visor



A dollar gadget recently put on the market is a handy item not only for drivers but for their wives as well. It is



a clip-on light, which can be used in making minor repairs in the dark or for milady to execute "repairs" to her make-up.

The unit embodies a combination flashlight and mirror and has a strong spring-clip which enables user to attach the small, compact gadget to his clothing, the sun visor or to the inside of handbags or tool kits, leaving both hands free to work.

The acetate plastic case is two and a half inches high, about one and a half inches wide and seven-eighths of an inch thick. The double-strength mirror is built in flush with the case, and the plated spring-steel clip is one-quarter of an inch wide.

The unit uses two standard pen-light batteries.



Small Tractor Tows Two Diesel Locomotives

A tractor small enough to park in your living room recently towed two big Diesel locomotives weighing half a million pounds in a test conducted at Chicago.

What the manufacturer calls "the world's mightiest electric-propelled industrial tractor" performed the feat at the Belt Railway roundhouse. The tractor was made for the U. S. Government.

In staging the demonstration, the powerful machine used only a sixth of its potential power, according to the engineers who designed it.

The new tractor is shorter than an automobile and weighs only six tons. The manufacturer claims it can outdo the combined performances of three typical farm tractors.

On rails, it is able to tow more than 250 times its own weight. To do the equivalent, a man would have to pull 50,000 pounds.

The pilot model has been delivered to the government, but the eventual job for which it will be used has not been disclosed.



Attachment Converts Drill For Many Other Uses

With a new attachment, any quarter-inch drill can be converted into an automatic nut running and screwdriving tool. The device employs automatic friction drive to permit the user to regulate speed and force. The manufacturer claims it increases the efficiency and utility of any electric or pneumatic drill as a driver of oil pan bolts, head nuts, machine screws, cap screws, sheet metal screws and wood screws.



Moisture Eliminator Has Protection Against Sticking

Water, oil and sludge are automatically eliminated from compressed air storage tanks of trucks and buses with air brake systems by a new moisture eliminator, the maker says.

The unit is built from solid brass bar and has no cast parts, no valve seats, springs, gaskets, diaphragm or internal slots to wear, stick or fail, according to the manufacturer. Heavy sludge or grit, along with all moisture, are removed by self-washing action. This process insures against sticking, it is claimed.



New Safe May Help Protect Truck Drivers

A new malleable iron safe designed for trucks might help protect drivers from assault and guard his collection money, the manufacturer reports.

A cam throws the locking bolt when the key is turned and the lid is locked to the safe, making virtually an integral unit. The safe is anchored to the fire-wall beneath the dashboard by steel bolts with round heads.

The safe can also be mounted to the floorboard, in storage areas or any location desired.



Mirror Gives Greater Vision Around Trailers

Greater visibility for drivers in tractors drawing extra large trailers is claimed for a new truck mirror and a heavy-duty extendible and adjustable mirror arm support.

The mirror has a four and a half inch by eight and a half inch rectangular head and a heavy-duty triangular body contour bracket. The extendible arm opens out 29 inches. No brace rods are required for the patented, vibrationless, truss-type housing.

Relax WITH US

No Improvement Yet

When Noah sailed the waters blue, he had his troubles same as you. For forty days he drove the ark, looking for a place to park.

★

The Dean Was Frank

One day recently, an Eastern university professor visited the expanding campus of the University of California at Los Angeles. He watched construction work on half a dozen new buildings; he inspected new laboratories and attended summer classes in modern study rooms; he walked across miles of eucalyptus-lined lawns and athletic fields with one of the deans. He was impressed.

"My," he said, "just how many students do you have here?"

"Let me see," the dean answered thoughtfully. "I'd say about one in a hundred."

★

Voice from Britain

The temperance lecturer asked his audience: "Now, supposing I had a pail of water and a pail of beer on this platform, and then brought on a donkey; which of the two would he take?"

"He'd take the water," came a voice from the gallery.

"And why would he take the water?" asked the lecturer.

"Because he's an ass," was the reply.

★

Fifty Per Cent Off

On a bus, two shop girls were discussing the art of conversation.

"Mame," said one, "take 'I'll say' and 'I'll tell the world' away from some people and you cut their conversation practically to zero."

To which her companion enthusiastically rejoined, "I hope to tell you! Ain't it the truth?"

★

Berlin Diary

A German was a guest of a Frenchman who asked him how they distinguished in Germany between an optimist and a pessimist.

"It's very simple," the German replied. "The optimists are learning English, the pessimists Russian."

★

American Wild Life

The two Irishmen had landed in America and taken a room in a seaside hotel. To their surprise, they were attacked by mosquitoes, an insect new to them.

They turned out the light and crawled

under the sheets. Larry peeped out, just as a firefly flitted in through the window.

"It's no use, Mickey!" he groaned. "They've come back wid lanterns looking for us!"

★

Economical

"Pop, if I save you a dollar would you give me 50 cents of it?"

"Yes, I guess so, son."

"Well, I saved it for you. You told me you would give me a dollar if I passed in arithmetic and I didn't pass."

★

Just In Case

"Sorry to put you to the trouble of fetching water specially for me," said an English tourist who had ordered whiskey in a Highland inn.

"Nae trouble at all," replied the host. "I always keep a drop on the premises in case of fire."

★

Quite a Road Hazard

They were driving slowly along the country lane; he with his arm about his sweetie pie. Coyly, she asked: "Don't you think it's dangerous . . . driving with one arm?"

After thinking a minute, he pulled the arm back and put both hands on the wheel. "Aw, honey," she sulked, "I was only foolin'."

"Yeah," he replied, "but I just thought about all the poor guys who, driving with one arm, finally run into a church!"

★

Sit Down, George!

The boy had shown such ignorance the teacher was disheartened. She finally asked sarcastically:

"Do you know whether George Washington was a soldier or a sailor?"

"He was a soldier," answered the urchin promptly.

"How do you know that?" she persisted.

"Cause I saw a picture of him crossing the Delaware, and any sailor would know enough not to stand up in the boat."

★

A Biting Question

The Sunday School teacher was telling the class about Noah and the Ark. Finally she finished and said: "Now . . . are there any questions?"

"Yes," replied one little boy in the last row, scratching his ankle. "I'd like to know why Noah didn't kill those two mosquitoes in the first place?"

Getting an Education

Two workmen, on their day off, decided to go to the zoo. As they were going through, one of them, who weighed 310, suddenly yelled: "I'll beat that guy Shorty to death!"

"What's the matter?" asked his companion.

"The bum called me a hippopotamus!"

"Gosh," replied the other. "I heard him call you that . . . it must have been six months ago. Why get all hot about it now?"

"I just seen a hippopotamus for the first time!"

★

All Too True!

Two drivers, from neighboring (and rival) states were having a bull session . . . each bragging about his own state. One of them, more wordy than the other, was getting the best of the argument.

Finally, the loser, as a last shot, said: "Well, in my state we have the finest governor and the best legislature that money can buy!"

★

The Sharper Shopper

"How much are your lemons?" asked the lady.

"Three cents each," replied the grocer.

"Well, I don't wan any," she replied.

"I can get them anywhere for eight for a quarter!"

★

Shame On You, Harry

A spinster was shocked at the language used by workmen repairing a telephone line near her home, so she wrote the company. The foreman was requested immediately to make a report of what had happened.

The report read as follows:

"Me and Spike were on this job. I was up the pole and let the hot lead fall on Spike—right down his neck. Spike looked up at me and said: 'Really, Harry, you must be more careful.'"

★

No More Whistle Stops!

"It's obvious that I'm growing old," sighed the lady. "The conductor never helps me onto the bus any more."

★

Divorce Ve Got

Husband: "I'd like to know if I have grounds for divorce."

Adviser: "Are you married?"

Husband: "Certainly."

Adviser: "Well, then, there's no doubt of it—you have!"

★

Squealin' Eel Peelin'

An old lady, watching a fisherman skin eels, was worried about the eels' peace of mind. "Don't you realize the pain they must suffer?" she asked.

"I suppose I did, 20 years ago when I started skinning eels," replied the fisherman, "but I reckon they're used to it by now."

SURE ROAD TO

SUICIDE



It's sheer suicide for Teamsters to operate trucks with faulty exhaust systems. With windows closed against wintry winds, deadly CARBON MONOXIDE can seep in your cab. You can't see it, taste it or smell it but it can kill without warning! Inspect your truck's exhaust system: manifold, muffler and tailpipe and replace or repair as needed. Never leave the motor running when stationary. Never go to sleep with the motor running. Always keep at least one window slightly open for proper ventilation.

CAREFUL TEAMSTERS ARRIVE ALIVE!

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on the
right
road**



Your "Buy" Road in 1951